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TRADITION OR ELECTION?

THERE is, it seems to us, at the present time a blind worship of the past to the detriment of the future and the ignoring of the present. It is the fashion among those who profess to guide the public taste in matters æsthetic to sigh ostentatiously for the good old days when, they imply, masters and masterpieces were as common as blackberries, when there was a continuous tradition, slowly and smoothly changing to fit the slow and smooth growth of civilisation. No sudden and violent "movements" disturbed the placid progress of the arts. After his long years of apprenticeship a man emerged into the world equipped with all the knowledge and skill of his master, ready to turn out work indistinguishable from that of his master, and only after years of freedom did the tincture of his own personality begin definitely to colour his productions. Of course, no one puts the case quite as baldly as this—reputation would be too easy—but the impression is conveyed quite definitely that better work was done in olden time than is ever done now, that we must go back and kneel humbly before some century or other—each medicine man has his own pet century—and try to catch again the "spirit of the past."

What has been the result? A wild, mad rush for any object more than 100 years old. Old furniture, old houses, old clothes, old pictures, old dances, old music, old books, old rubbish of every kind. We have seen a magnificent volume profusely illustrated with coloured plates dealing solely with old shoes. We have seen respectable and intelligent-looking people "nosing" about the Caledonian Market on a Friday with a look of carefully concealed eagerness or carefully obvious indifference, and pouncing every now and then on some dirty and decrepit piece of brass or furniture that they feel sure is genuine, "genuine" being nowadays only another term for "old." Americans come all the way from New York to see Stonehenge in such crowds that an iron railing has had to be put round and an entrance fee charged. There is no particular beauty in Stonehenge. An admirable excuse to rival archæologists for indulging in fierce disputes as to its origin, its only interest to ordinary people is that it is the oldest of the works of man in Great Britain. We have a feeling that some day or other the Americans will set up these old stones in Central Park, New York, in exchange taking over the National Debt or something equally generous. Already they must have transplanted a sufficient number of our old cottages and houses to make quite a respectable "Elizabethan township." For our part, we are content with the dollars that flow in in exchange. Some of them, at any rate, find their way to the pockets of present-day architects, since new buildings must be put up in place of those that go to the States.

Let us at this point defend ourselves against the charge of Philistinism and commercialism to which we feel we have laid ourselves open. We do not want to sell all the old houses in England to American millionaires, even for all the dollars in the States. We do not want to sell any old building which has real inherent architectural beauty, but we do not mind parting with old buildings which have only the adventitious beauty lent to them by the hand of time. That this beauty given by age is a real beauty we do not deny, though it does not greatly appeal to us personally. Not being sentimentalists, we realise that the picturesque thatched cottage with beautiful green moss and orange lichen on its walls and roof and overgrown with creepers, set in a garden full of old-fashioned flowers, is almost certainly damp; that its floor is probably below the level of the ground; that the windows are too small to give proper light or ventilation; that it is a paradise for black-beetles and other objectionable creatures; in a word, that it is not fit to live in and ought to give way to something a good deal more hygienic. And when an American can be found willing to pay a long price to be allowed to take it away, why not let him? It will perhaps be argued that the modern hygienic cottage that takes its place is certain to be mean and ugly; that it will be built of staring red brick with a crude blue slate roof; that it will have nasty little attempts at machine-made ornament here and there. Probably it will be all these things—an offence that cries aloud to Heaven to rain down fire and brimstone on it. But we would respectfully point out to our hypothetical opponent that that is his fault, not ours. We are prepared to design really excellent cottages, well built, well planned, and good to look at. But he, the man with the votes in his pocket, does nothing to urge on the Government the paramount necessity of appointing a Minister of Fine Arts to control the ghastly excursions of the jerry-builder into the domain of architecture.

But we have been led by our feelings into a side issue. The point we want to make is simply this, that at the present time a great many people think that if a thing is only old enough it must be good, and that if it is modern it must be second rate. Of course, when taxed with this irrational belief, they all deny holding it. "No," they say, "we do not think a thing is good because it is old, but we can't help seeing that all the best things do happen to be old, and there are no really great men nowadays, are there? So, naturally, modern work can't be as good as the best of the old things."

We confess to not being able to distinguish much difference between their way and our own of stating their preferences. The same curious fact emerges that people in general prefer the work of other centuries to that of their own. Indeed when they cannot afford a "genuine antique" they would rather have a good copy of an old design than something new and original. If it is a piece of furniture they are buying, the assurance of the shopman that "though of modern workmanship it is made from genuine old wood, and is an exact reproduction of a well-known piece in Lord ——'s collection," goes far to reconcile them to not being able to get the real thing. The immediate result of this contempt for modern work is that modern work is bad. The most skilful craftsmen confine their attention to making fakes, and leave the modern work to their more clumsy brethren. Now the manual dexterity and knowledge of the resources of one's craft required to make a successful fake are actually greater than those needed to construct the original from which the fake was copied. Hence we may safely infer that on the score of workmanship at least we have nothing to fear in comparison with other periods. But as long as it pays better to retire into obscurity and produce "genuine antiques" than to stand in the light of day and produce good modern work workmen will continue to do so. And really they are not to blame, since in no other way can they support themselves and their families in comfort. But if the public taste had not forced them into this impasse we believe that among them would be found men as good as Hepplewhyte, or Sheraton, or any of the names that now command such long prices.

Exactly the same thing has taken place in the architectural world. The demand is, or has till quite recently been, for something Gothic, or something Classic, or Palladian, or Byzantine, or Mauresque. Anything, in fact, except something out of the architect's own head. All this has resulted in a great deal of scholarship being expended on existing examples of every style of architecture in Europe, Asia, and Africa. This enormous mass of accumulated knowledge is taught to every student of architecture. He is made to copy details of

ornament of the various styles, he is encouraged to measure actual buildings. He spends his days in a museum of casts of typical examples of the "best periods." And by the time he has passed his examinations and is let loose upon the world he can only think, architecturally speaking, in recognised styles. He is admirably equipped, however, to supply the demand for something old-looking, and will build you a Gothic cathedral, a Greek town hall, a Byzantine bank, or a Renaissance railway-station with equal confidence and success.

But is this architecture or archæology? Is it art or scholarship? Both excellent things in their proper places, but an architect's first object must be to produce a work of art, and, though archæology may be a serviceable handmaid to him, he must never allow himself to be obsessed by her.

To make our meaning clearer, let us suppose for a moment the advent of the "super-client," the man of whom all young architects dream, but whose coming is apparently not yet. Still, we know quite well what he is like—of untold wealth, and understanding thoroughly what no mortal client seems ever to grasp—that his architect knows far better than he what he wants and what is good for him, and should be given a perfectly free hand.

Let us further suppose that the more-than-mortal client desires a country house, and that he employs, not a firm of established reputation and stereotyped methods, but a young man fresh from the schools, full of confidence in his own powers, and ambitious to try his wings at the highest flights. Let us grant this tyro also sufficient experience, gleaned from the small jobs such as fall to the lot of beginners, to appreciate the task that lies before him.

His client sends him down from London to the slice of countryside he has bought, and out of which he intends to create a country seat of no mean proportions. What the architect sees is a pleasant rolling land, covered with woods and fields, dotted here and there with farms and hamlets, and falling away gradually southwards to where, some 10 miles distant, rises the long line of the South Downs, closing in the view with their soft slow curves. A tame enough prospect perhaps, but one peculiarly English, and better fitted to enhance the dignity of the building he proposes to design than a wilder and more imposing landscape which might dwarf his conception.

Having decided on the most suitable site and made a rough plan of the house, the great problem, the crux of the whole matter, at once presents itself to his mind. In what style is the elevation to be designed? What are the things he must bear in mind while doing it?

He knows he has a perfectly free hand. We have postulated a client who places no restrictions, either as to total cost or material used, upon his architect; we have taken a site where the question of neighbouring buildings does not come in, and we have selected a type of building which will bear an infinite variety of treatment.

There seem to us to be two ways in which our architect may approach the problem. The more obvious one is to allow the traditional styles to pass before his mind's eye, and to select the one he considers most suitable, or which he happens through the accident of temperament to admire most. As we have said, an architect trained in the modern manner is so steeped in the various styles that have flourished in Europe since the dawn of civilisation—probably he even knows something of Egyptian, Indian, Chinese, even Mycenæan styles—that he finds it very difficult to conceive a building which is not definitely in one of these manners, or in a more or less incongruous mixture of two of them.

Thus for nine men out of ten the problem we have put forward resolves itself into a choice between a number of well-defined styles, and in capable hands the result would probably be something more pleasing to the eye and more satisfactory to live in than could be arrived at by more original treatment. But—and the objection appears to be a very grave one—when the house is built the art of architecture has not advanced one single step in any direction. It is conceivable that an unbiassed observer might consider a building erected in the twentieth century in, let us say, the Byzantine manner as good an example of that style as St. Sophia. But he would be entitled to ask, "How does this building help to solve any of the problems that face architects to-day?" And we should be compelled to answer that it was only an evasion of them. A consummate exercise perhaps, but not a creative piece of work, and therefore not a work of art and of no value as a contribution to the progress of architecture. And it seems to us that we must go forward or cease to count. To stand still in matters of art is to go back, and retrogression, as we all know, leads to extinction.

The second way of approaching the problem should, we think, offer a better prospect from the point of view of the welfare of architecture as a whole, though we have to admit that the immediate results will probably not be very inspiring to the onlooker. The super-client will not get as beautiful a house. He will, however, feel—and this should be sufficient recompense to a super-mortal—that he had assisted at the creation of something new, that he was in the truest sense of the word a patron of art.

Briefly put, what we want to see taking place is a fusion in the architect's mind of all the knowledge that is at present kept in watertight compartments in his brain. In other words, he must somehow or other digest the mass of miscellaneous and disconnected information that his teachers have rammed down his throat. If he can't manage to digest it he had better, metaphorically speaking, take it to sea on a rough day and—lose it. If he can't assimilate it properly it will certainly cause him considerable discomfort till he gets rid of it. At the same time, we firmly believe that the more he can absorb the better for him. Any affectation of *naïveté* at this period of the world's history is intolerable.

The mechanical triumphs of the nineteenth century have brought about a really fundamental change in the outlook of mankind. We all travel, we all see for ourselves what other nations have done and are doing in the way of architecture, and what we don't actually see is made familiar to us through the medium of photography. Isolation due to geographical features has ceased to exist. It was owing to the continuance of this isolation up till the last century that the varying styles of the different countries were able to develop and persist. Of course, the isolation was at no time absolute, and there was continual leakage from one country to the next, but, broadly speaking, only enough to impart fresh vitality to schools inclined to stagnate. Even so profound a revolution in thought as the Renaissance, sudden though it was at its birth, reached England in a long series of waves, so that men did not realise till afterwards how far they had moved. But in the last century travel suddenly became cheap and easy. Everyone learned to read. People discovered that foreigners were not really very unlike themselves. The barriers between the nations began to break down, and we learnt to admire Continental art. Then commenced the period of revivals. Like children we wanted to imitate what we saw and admired, and again, like children, we tired of everything in turn.

We may hope perhaps to have grown out of this stage now. It is at least difficult to see what else we can revive unless we begin again on the old discarded things. What must come eventually is Cosmopolitanism in art—a fusion of all that is good in all the styles that have had their day, aided by all the constructional possibilities that modern engineering has placed at our disposal.

Hitherto the problem has been far simpler. New knowledge has arrived in small driblets capable of being completely absolved into the existing tradition. Now we are faced with a unique difficulty. We have no existing tradition. We lost it at least a century ago; we are not quite sure when. Some say it disappeared with the introduction of the architrave; others declare that the native English tradition was still to be found in the eighteenth century. However that may be, there can be no doubt we have lost it now, and we may safely leave the pedants to bicker among themselves as to the exact date and manner of its disappearance. The problem of a satisfactory fusion is so difficult that it will require a very great mind indeed for its solution. But that is not to say that we are to shelve the matter. The ground must be prepared and the first steps taken to give even a man of the very first rank a chance to carry the fusion to completion. How far we still are from really grasping the problem will be understood when we remember the Tower Bridge. It was a good many years ago that that mistake was made; but have we really done anything much better since then in the way of combining iron and stone?

When the nation learns once more to hold its head up and have a proper conceit in itself we shall begin to move again. To have a proper conceit of yourself is not to despise everyone else, but to demand reasonable evidence of real worth before admitting another's right to instruct. At present we fear the tendency is rather to bow down to all the gods in the Pantheon, no matter how contradictory their teaching is so long as we can be quite sure the gods are dead—the very negation of the idea of election.

NOTES.

The Lost Opportunities of Kingsway.

THE *Observer* of the 17th ult. contains an interesting and able article by Mr. P. G. Konody criticising the manner in which the fine architectural opportunities of Kingsway have been neglected and lost. We have frequently commented on the subject, but we are glad to see it once more emphasised in the columns of the Press, since it may carry weight with the general public, who do not often see or read a technical journal. It is not enough to lay-out streets which are fine in their scale and afford convenient and direct avenues for traffic if we do not line them with architectural designs of merit, and, what is more important still, by buildings which harmonise in scale and type with their neighbours. To do what has been done is to demonstrate in a marked and open manner the failure of modern architecture, and Kingsway is a dramatic and complete scene showing such a failure. From end to end there are not two adjacent buildings which show that the least thought has been given to the fact that adjacent buildings in a street cannot be considered as independent architectural designs if æsthetic satisfaction is an object in view. It is like a play in which many characters have been introduced without relation or thought of dramatic unity. We agree with Mr. Konody's appreciation of the façade of Holy Trinity Church and Mr. Lutyens' Lincoln's Inn House as being among the best of the architectural compositions on the street, and we also agree with him in his condemnation of the commonplace design of the Catholic Church of St. Anselm. Of the Kodak front we have always held that, good as it is in itself, we think it would be more suitably placed in a back street among other buildings of a more or less warehouse type than in a great thoroughfare; but if it had to occupy the present site we feel that it would have been better if the design had been somewhat modified. The history of the scheme is a history of muddle and an example of want of logic. When a competition was held for the design of the frontages of Kingsway and Aldwych the competition was abortive owing to the rigorous conditions which the County Council wished to impose on proposing occupiers. But there was no reason why for this reason the only sane and reasonable method of design—that which would have resulted in a definite conception of architectural unity—should have been abandoned and the street left to the usual individualistic chaos, since it was on the question of terms and not of methods that the whole conception was shipwrecked. It is one of the most complete and absolute examples of the necessity for co-ordination and method that we could possibly have, and for that reason we hope that many will mark, learn, and inwardly digest the clear lesson which it teaches.

Manchester Town Hall Extension.

THE outlines of a great scheme of extension to the Town Hall, Manchester, have been decided by the Town Hall Committee. The present accommodation is quite inadequate for the city, and it has been decided to ask the Special Parliamentary Sub-Committee to include in the Bill, which is to be promoted by the Corporation next session, certain clauses which will give the Corporation power to acquire the land and buildings bounded by Lloyd-street, Cooper-street, Mount-street, and Peter-street for the purpose of erecting additions to the Town Hall. This would provide the accommodation necessary for many years. The whole question of cost has yet to be considered by the Council. A feature in the present proposals is that they will enable the Corporation to carry out some street improvements which are urgently needed. Various estimates of cost have been made, and it is considered that the cost of acquiring the necessary site and erecting buildings will be upwards of a million pounds. The extension would be connected with the existing Hall by a bridge, and when carried out it is stated that Manchester will possess the largest municipal building in the kingdom. We hope that in this case, as well as the proposed new Exchange, the authorities will not follow the precedent set in the case of the Library and Art Gallery competition, but that they will first make up their minds what they mean to do before giving architects the fruitless trouble of competing for schemes which are in the end to prove *châteaux en Espagne!*

The London University Site.

DISCUSSION as to the site of the London University still continues, the opposition to the "Bedford site" at the back of the British Museum being strongly expressed. We can well understand the advantages of the site from the post-graduate point of view, but we are inclined to think that the disadvantages of a site which is divided by roads into four severed portions are great enough to outweigh the advantages claimed. It would clearly be another matter if the roadways were private ones, in which case the open space between the various blocks would in effect become more or less of a quadrangle, but such cannot be the case in the present instance. It must also be remembered that the disposition of the site would militate against its architectural treatment, and that four severed blocks would hardly afford an adequate architectural chance for emphasising the importance of the new University. The cost of the site also seems to us a feature against it, for even with the Duke of Bedford's contribution the site will remain a costly one. For many reasons we are disposed to think that of the various sites suggested the real choice should lie between the Foundling Hospital and the river site. We hope in our next issue to deal with the subject at length. We trust that a satisfactory solution will be arrived at finally, as few mistakes can be greater than the selection of the wrong site.

Westminster Hall Roof.

SIR EDWIN DURNING LAWRENCE writes to the *Times* disagreeing with Mr. W. D. Caröe as to the advisability of using English oak in the work of restoration now undertaken in connection with the roof of Westminster Hall. In the letter he says that, "If the finest and soundest and most seasoned timbers of our very best English oak were now inserted, these would be attacked within a year or two by the worm which is produced from the egg of what is known as the oak beetle." The latter, it is believed, never attacks chestnut or other woods. The writer then goes on to urge the claims of teak, which, when fully seasoned, is of slightly less weight than English oak, but of enormously greater strength, and is absolutely proof against the attacks of dry rot and worm. The statement of Mr. Caröe to the effect that teak, like oak, is liable to the attacks of worm is denied, and it is said that the very best and soundest of the timbers of the roof are riddled with worm. If the statement which has been made to the effect that the roof is now practically destroyed be true, it would seem to be useless to patch it with teak or any other wood, and the only course to be taken appears to be to replace the whole of the roof by a new one of teak or some other wood which would stand the test of time; but we suppose, like most emphatic statements, the above must be taken *cum grano salis*, and we do not imagine that those interested in architecture would care for the most perfect replica of one of our greatest historical treasures. Still, if all the oak is doomed, and the only way of repairing it is to insert another wood, the time will come when the whole of the roof has been reconstructed with new material!

Manchester Exchange Competition.

THIS important competition is to be open to all architects, but in addition twelve architects of repute are to be invited to submit designs. Mr. James S. Gibson will act as assessor. The total cost of the new buildings is not to exceed £150,000, while the sum to be expended on the existing Exchange is £25,000, making a total of £175,000. The new buildings must harmonise with the old elevations, drawings of which are supplied to competitors. Competitors are free to redesign portions of the existing elevations if they think fit to do so. The sub-basement is to contain the heating and ventilating plant, a basement with accommodation for shops, a ground floor to be composed of lock-up shops, a restaurant, a *café*, and the entrances and stairways to the Exchange over. The latter will be on a first floor, and is to have an area of 2,250 super. yds., lighted principally from the top; a board-room, master's room, and clerks' office are also required. Adjacent to the members' reading-room, which forms part of the present accommodation, space should be provided for an open-air space or roof-garden for smokers. As many floors as possible are to be provided over for purposes of office accommodation. January 2 next has been fixed as the date for receiving designs. We hope that Manchester will in this instance show that she knows her own mind and is not asking the profession to spend its energies on a scheme which is fated never to materialise!

A Development in Stained Glass.

AN interesting invention is reported from Leeds which, if fully substantiated by results, may be of great future importance, and a patent is being applied for by Messrs. Kayll & Reed, of Leeds. The design of an ordinary stained glass window can only be seen from inside during daylight, but this invention is said to render it possible for the picture to be seen after dark, when no light is showing through it from outside the building, a result which is obtained by painting the picture on a substance which is translucent—so allowing the light to pass through, giving the ordinary appearance of stained glass—but which will at the same time reflect light from the interior, when artificial light is used during evening service, thus displaying the picture to those in the church without outside illumination. The first window in which the new method has been tried has been placed in the Church of the Sacred Heart at Halifax, which is, however, a small one, but three larger ones are to be placed in St. Joseph's Church at Bolton. We shall be interested to hear the opinions of experts on the results obtained. All must depend on whether in obtaining what are in themselves additional advantages anything is lost by the use of glass of the required type.

The Passing of Thatch.

WITH reference to our "Note" on thatched roofs, a correspondent writes that one of the principal reasons for abandoning thatch in Dorset and Devonshire is the frequency of fires caused by sparks from traction engines, now that steam lorries and traction engines are so extensively used on the roads. So numerous have been the fires from this cause that landlords owning thatched cottages and houses abutting on the roads have removed the thatch, although, in many instances, their love of the picturesque has rendered them most unwilling to adopt such a course. The well-to-do replace the thatch with tiles, but, unfortunately, the less wealthy, who are in the majority, are adopting corrugated-iron as a substitute. As a rule this is painted a chocolate colour, and the effect is not so unsightly as might be imagined; but the loss in comfort must be very serious, especially in small, low-roofed cottages. The thatch has been an ideal covering, besides being picturesque, as it is cool in summer and warm in winter; whereas the galvanised-iron has nothing to recommend it except that, for a time, it is watertight. Our correspondent suggests that local authorities might, with advantage, take steps to prohibit this form of roofing for dwelling-houses.

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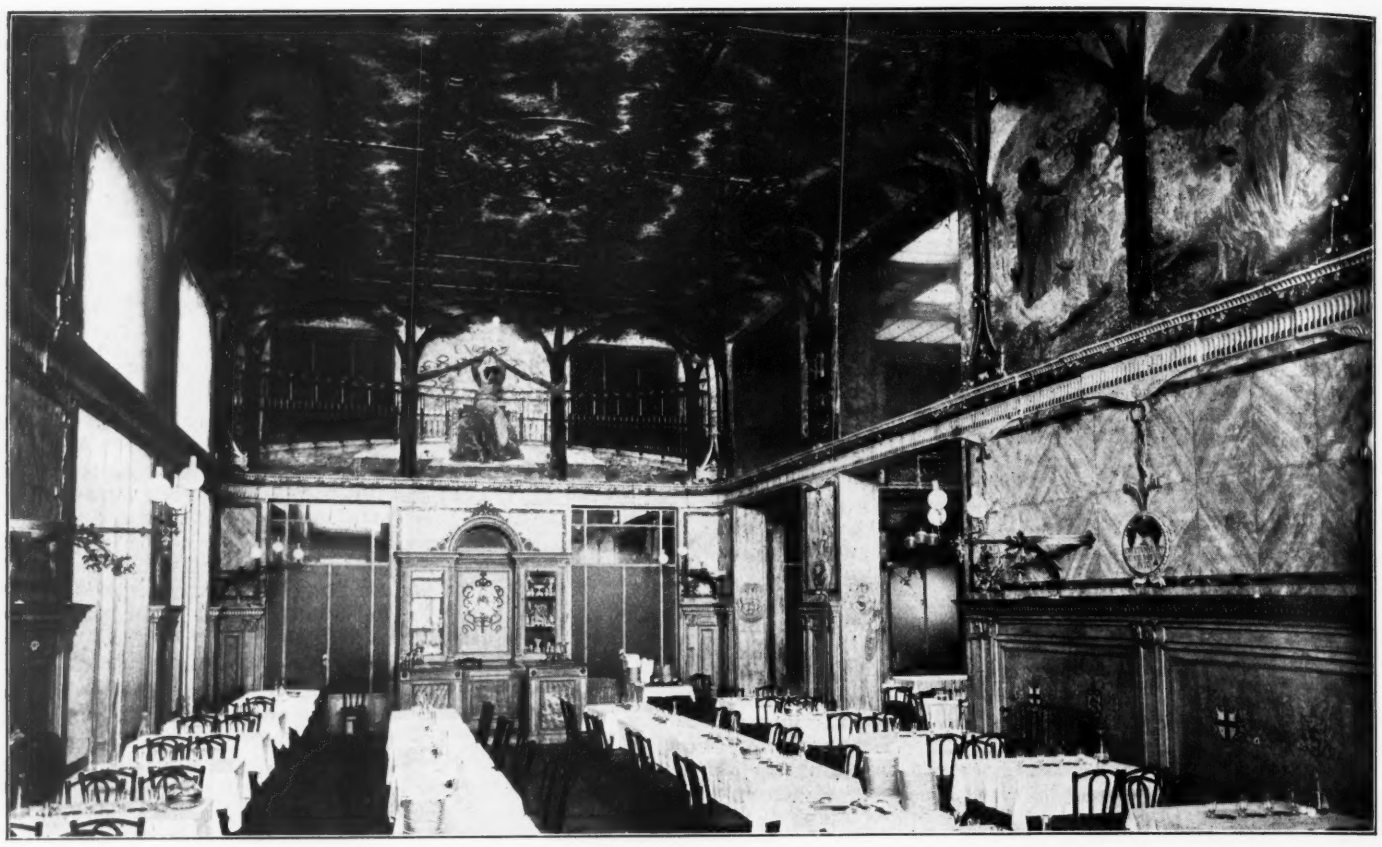


The Central Hall of the Restaurant of the Sturgeon at Padua.

By Cesare Laurenti.

CESARE LAURENTI AND THE RESTAURANT OF THE STURGEON AT PADUA.

THE tendency among modern artists, as soon as a certain success has been achieved, is to specialise, to limit themselves within the form which has proved fortunate—reproducing not merely the general type of art, but often a very similar class of subject.

Examples among our modern British artists may be found ready to hand in every Royal Academy Exhibition. In the work of (among so many I take the first names that come into my thoughts) Mr. Waterhouse, Mr. Tuke in figure subjects, Mr. Farquharson, Mr. David Murray, Mr. Leader in landscape art we look for, and generally find to our satisfaction, pretty much what we expected to find.

And I am not stating this fact in any spirit of censure. Specialisation in art, as in other forms of modern life, is in the spirit of the age, and almost one secret of success. But there are some artists to whom, from the very richness and diversity of their creative genius, such a restriction is intolerable; they may not (too often they do not) attain riches or the full recognition which the directly obvious path would have brought them, but their work has elements which are nobly human and durable. Such an artist, among our British school, was Alfred Stevens; and such, I will venture to maintain here, is Professor Cesare Laurenti.

A very brief study of his work and career will support my statement, in default of that space for a thorough analysis to prove it fully, and will bear out the words of an Italian critic (Signore de Carlo), who exclaims: "Here is an artist who has all the characteristics" (does not Stevens come here again into our thought?) "of a craftsman and master of the Renaissance, who passes with indifference from painting to sculpture, from the solution of a scientific or practical problem to one of pure form, always indefatigable, enthusiastic, and sensitive to every manifestation of modernity, to every evolution of form towards its limit of perfection."

It is for this reason that it is so difficult to treat of Professor Laurenti as an architect without taking count of his creations as a painter, just as in the criticism of his pictorial work we have to recollect his study of ceramics, his achievements in architecture and decoration.

Cesare Laurenti came forward into the art of modern Italy in the days when Favretto at Venice, and at Florence Vinea, had brought *genre* painting into complete public favour. He had studied at Padua, at Florence and Naples, where he was the scholar and enthusiastic admirer of Morelli before he settled at Venice, where, having married very early in life, he found himself at twenty-five with all the cares and expenses of a family. And at Venice he has since remained, becoming—though not Venetian-born—absorbed in the fascination of that magical city. His home and studio on the Fondamenta Venier are in the heart of artistic Venice, about halfway between the two great churches of S. Maria della Salute and S. Maria del Rosario.

Although the young artist commenced, like his contemporaries, with *genre* subjects to some extent, there was in his work a profundity of psychological analysis which they could not touch.

"The Fates" (*Le Parche*), conceived as three fisherwomen of the Veneto, of whom the youngest and fairest cuts the thread; "Conscience" (*Coscienza*), where the woman's whole attitude before her whispering tempter betrays irresolution and terror; "The Parable" (*Parabola*), where a group of dancing peasant girls enter the staircase for a wedding, and the mourners, aged, infirm, or tortured by grief, leave it on the other side—all these show a profound analysis of life which almost passes the limits of art into that of literature.

There can be no question of the power of these works, or of the insight into life and character which places them on a different level to the *genre* subjects with which they competed. Rarely does such profundity of mental vision come to men save later in life; and then it seemed to mark for Laurenti the path of certain success.

But here we come before a phenomenon which I noted at the very outset of this article—that the creative artist, to whom (like the great Leonardo himself) art is not a *métier*, but a ceaseless and absorbing interrogation of Nature, cannot confine himself in any groove, or content his soul with any one aspect of his art, however interesting, however profitable.

In the "Tre Grazie" and the "Fioritura Nuova"—which is now in the Venice Gallery of Modern Art, and which I know better from personal study—Cesare Laurenti gets clear away from this psychologic view of art, and first discovers then loses himself in the rhythmic sense of line. I do not say that this feeling, this emotional necessity, may not have been always at the back of his mind, even when he was concentrating his powers on such a problem of the inner life as was revealed in his "Coscienza"; certainly in the "Parabola" there is a wonderful sense of rhythm—the sort of rippling line which we get sometimes in the best figure paintings of Sir Edward Burne-Jones—in these girls and children who dance up the steps of life or in the graver figures who descend. Here the moral lesson is still dominant, but in the "Fioritura" it is the pure joy of life, the springtime that calls to us in the rhythm of dancing line in those three lovely girls—surely the "Solutis Gratiæ zonis" of the Augustan poet?—with the ribbons bound beneath their bared breasts, who dance beneath the trees blossoming in springtime.

Even his colour has undergone a sympathetic change. The darker tones of his earlier works, which seemed to identify themselves with the grave lesson, have given place in this "Fioritura Nuova" to a luminosity which fills the canvas with the radiancy of morning sunlight. "The Three Graces," says Signore de Carlo, "give, when compared to his earlier work, the expression of one who from some sombre vaulted hall goes forth into the open air, in a day of springtime flooded with sunlight"; from this moment Cesare Laurenti becomes a convinced follower of decorative art in all its manifestations, and in his pictorial art throws open the windows of his studio and fills his paintings with the fresh air of heaven.

We might trace this sense of decorative beauty (which we may now regard as his dominant impulse) through many diverse manifestations; through his paintings—"Ecloga," "Il Dominio," and the lovely female figure called "Maschera Bella," which was one of the treasures of

the Milan Exhibition; his sculpture of "S. Peter, Fisherman," which was exhibited in the Venice International Exhibition of 1907; his lovely ceramics, depicting the Story of Art, which are still, I believe, in the possession of the city of Venice; his architecture in the Nuova Pescheria (or Fish Market) on the Grand Canal at Venice, which—unlike the unhappy Museo Civico—arrives at perfect accord with the Renaissance and Gothic palaces which it joined as a companion. I am compelled to merely mention these works here, since I wish to devote the reader's attention to a creation of very special decorative beauty which I was able last summer to visit, in the company of the artist himself.

This is the famous Ristorante Lo Storione (Restaurant of the Sturgeon), situated near the University of Padua. The commission for the internal decoration of the building was given by the Municipality of Padua to Professor Laurenti, and carried out by him in the years 1904-5. The decorations fill the ceiling and walls of the large hall as well as a smaller room at the side, and were planned by him architecturally, and in the sense of fitting themselves absolutely into the conditions of spacing and decoration which were presented; in fact, it is doubtful if anyone save with a good knowledge of architecture could have so successfully achieved the result.

His central idea (as the artist himself told me) had been the pleasure of the senses, as most appropriate to the use and character of the building; and, turning next to the technique, he tells me that he has used throughout pure colour mixed with spirits of wine (*spirito di vino*) as medium, instead of water or oil; while, apart from the colour, the figures, trees, and fruit are modelled with stucco in relief, generally very low in plane, the trees with gold bands, however, being frequently in high relief.

This idea of pleasurable sensation (so entirely appropriate here to the surroundings) is given by separate figures of dancing girls, all connected by holding in some manner or other a band of ribbon, which is thrown forth to them by the lovely girl who is represented seated at the end of the hall. In these beautiful decorative figures which surround the great hall of "Lo Storione" the painter tells me that he sought—beyond or within the idea of pleasure or enjoyment for the eyes or senses—to add that of a musical note or strain; and, in fact, such a rhythm seems to run through the whole conception, like an undertone of delicious music.

Underneath in tilework (*ceramica*) we find shields with mottos appropriate to the place and its purpose—"Aut bibat aut abeat," "Est modus in rebus," and "Post prandium stabis," or these well-known lines of Horatian verse: "Dulce est desipere in loco," and "Nunc vino pellite curas"; and beside these Epicurean maxims the famed sturgeon in every variety of attitude. The large decorative panel of the smaller room in its subject is occupied with the chase of the sturgeon, whom Tritons and sea-maidens pursue—vainly, for the royal fish eludes them, darting through the breakers.

It has to be admitted that the colours have changed and have been affected by the necessary conditions of the room, especially from the smoke and steam; but the whole impression remains rich and harmonious, with a golden note of colour running through it.

The Restaurant of the Sturgeon is, in my judgment, one of the completest efforts of modern decoration, and could only have been conceived by one who had a firm hold on sculpture, and to a large extent also on architecture, as well as painting; for in the figures, modelled every one of them as well as painted, "sculpture" (as Professor Laurenti expressed it himself to me) "and painting go hand in hand." To be noticed especially in connection with these last remarks is the iron railing at the end of the great hall, designed in perspective by the artist to cover on either side a very ugly window; nothing, indeed, could be better conceived and more successful in result.

In the decorative work of the lower panels to which I have alluded the shield of Padua, with its great cross, alternates with the sturgeon; and every detail of the room has received the artist's personal attention and study—as, for instance, the great candelabra designed by him, which, however, has suffered from subsequent additions to adapt it to electric light.

Like the shields which I have described, the cornice of the hall itself is a tilework or *ceramica*—a branch of art with which Professor Laurenti was already thoroughly conversant; and thus we have here painting, sculpture in stucco relief, tile and metal work, combined into a very rich and harmonious general effect.

To sum up my own impressions, the Restaurant of the Sturgeon is a worthy effort of our modern times to recover the spirit of the great decorative creations of the Renaissance masters; of the "Camera degli Sposi," for instance, designed by Mastegna himself in neighbouring Mantua; of Correggio's Convent of S. Paolo al Parma; of the "Sala del Cambio" at Perugia, and others which I need not dwell on here.

It is entirely harmonious in design, entirely sincere and spontaneous in conception. Commissioned by the Municipality of Padua in 1894, it occupied five months in its design and ten months in its execution; entirely designed by Professor Laurenti from start to finish, it was a work of love rather than of profit, for beyond the 15,000 lire allowed him by the municipality he spent (as I understand) another 11,000 lire out of his own pocket to realise its completion as he had planned it.

But no sacrifice and no really good work is ever lost. It is a reward in itself to have achieved a work which is entirely artistic, which is not spoiled by compromise; and such a work is the Restaurant of Lo Storione.

S. B.

House at Hildenborough, Kent.

Mr. Reginald C. Fry, Architect.

This illustration shows the entrance to the house. The oak half timbering stands on a plum-brick plinth and is infilled with 2-in. dark-red herring-bone brickwork; over this is a little pent roof covered with the same brown tiles as the main roof; and the gable over is hung with red tiles. This house was erected from the architect's plans, but not under his supervision.

COMPETITION NEWS.

It must be understood that the following paragraphs are printed as news, and not as advertisements; and that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that may occur.

The list of current Competitions is printed on page 257.

New Public Offices—Board of Trade, etc.

It is proposed by the Commissioners of his Majesty's Works and Public Buildings to erect new Offices for the Board of Trade, etc., in Whitehall-gardens, S.W., on the site which is shown on the accompanying plan.

There will be two competitions—the first, open to all British subjects, to consist of sketch designs, and the second or final one to be conducted as hereinafter described.

The Commissioners have appointed three architects to act as assessors, Mr. Reginald T. Blomfield, A.R.A., P.R.I.B.A., Mr. John Belcher, R.A., and Sir Aston Webb, C.V.O., C.B., R.A., who shall select ten designs or a less number if they shall think fit, the authors of which shall be invited to compete in the second or final competition. The designs selected will be exhibited to the public for two weeks after the final award has been made.

In the second competition, for which four months will be allowed, the selected competitors will be required to send in plans, elevations, sections, etc., of a more complete and detailed character. They shall be at liberty to make such reasonable modifications of the sketch designs as they may think expedient. Each selected competitor shall be paid the sum of £300, provided he shall comply with all the conditions prescribed for the second competition.

Designs to be submitted before December 31 next.

In the first competition the designs of the competitors must be illustrated by the following drawings to a scale of 16 ft to 1 in., the sheets to be of imperial size:—

(*a*) Plans of the ground and principal floors and diagram plans showing the accommodation placed on the remaining floors.

(*b*) North, east, and west elevations.

(*c*) Two complete sections—(1) North to south; (2) east to west.

(*d*) A block plan showing the adjoining buildings. (This may be to $\frac{1}{32}$-in. scale.)

(*e*) A perspective sketch of the Embankment and Horse Guards-avenue fronts on which the building shall not exceed in length 1 ft. 6 in. The sketch to show sufficient portions of the adjoining buildings to explain its relation to them.

The appropriation of the second part of the building has not yet been decided, but competitors may assume that the arrangements would follow generally those of the first portion.

The building will be erected in two portions at such times and intervals as may be determined by Parliament. The Commissioners are advised that a building suitable to their requirements should be obtained at a cost not exceeding £280,000 for the first portion, and £290,000 for the second portion. The corresponding net floor areas, exclusive of basement, staircases, corridors, sanitary accommodation, etc., should be about 175,000 ft. and 185,000 ft. respectively.

The architect selected by the assessors and approved by the Commissioners in the second competition shall, if requested, revise the design submitted by him, and shall make such further drawings and sketches as may be necessary to meet the requirements of the Commissioners. If no instructions are given to the architect to proceed with the building within twelve months from the date of the assessors' award in the second competition, then the architect shall receive payment from the Commissioners for his services in connection with the preparation of the competition drawings of a sum of £5,000, which shall be inclusive of the sum of £300 payable to him as a selected competitor. If the work is subsequently proceeded with, such amount shall form part of his ultimate commission or remuneration.

The remuneration of the architect, which shall include the sum of £300 payable to him as a selected competitor, will be at the rate of 5 per cent. on the architect's estimate of the cost of each part of the building, but not on any amounts exceeding those given except as hereafter stated, and payment shall be made as follows:—

On appointment as architect, £1,000; on acceptance of tender for superstructure, £3,000;

when half the contract sum for the superstructure shall have been paid to the builder, £3,000; on certificate of completion being given, £3,000; on final certificate being given, balance. A further payment of £1,000 to be made on account of the fees for the second part.

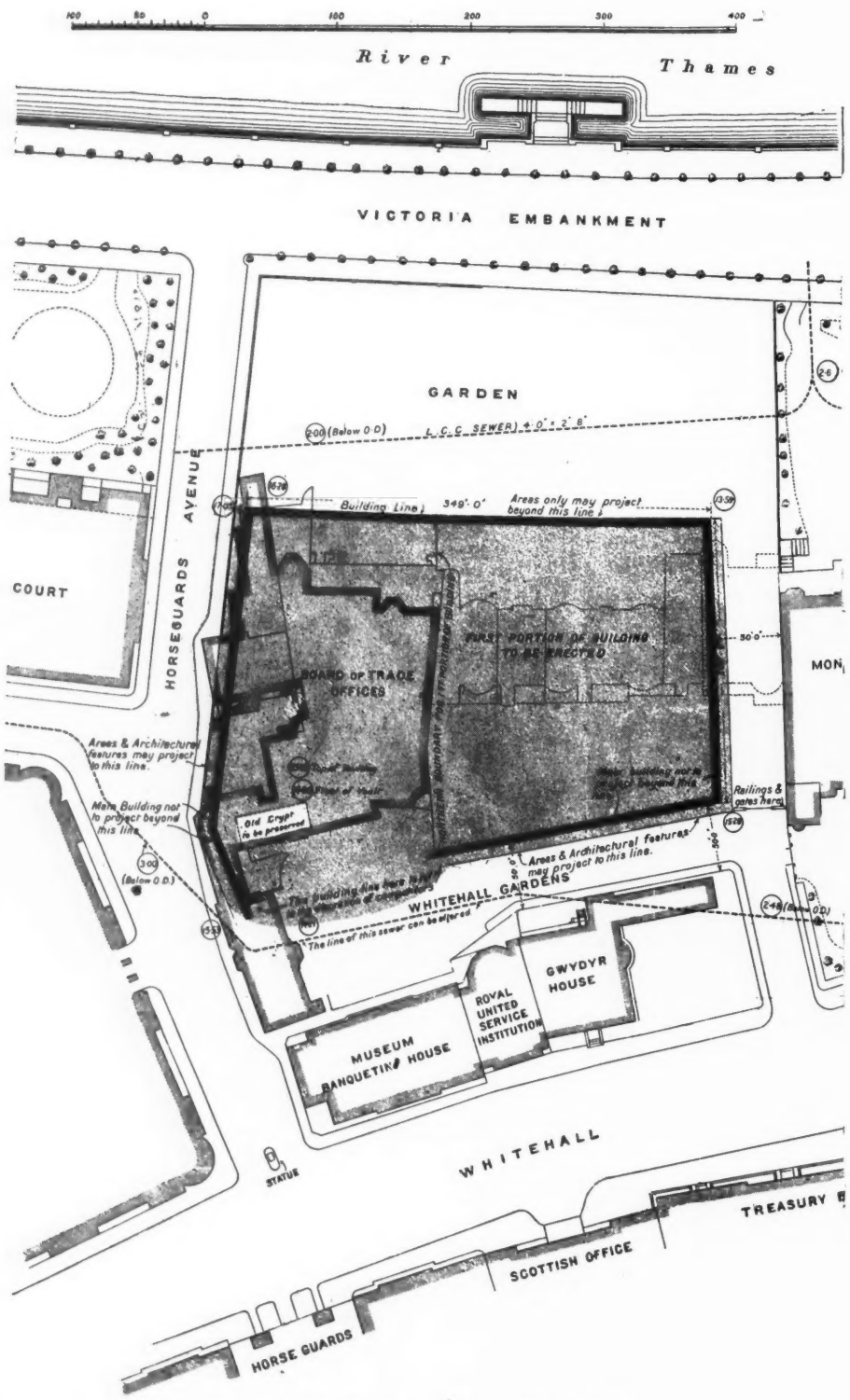
In the event of the architeet being instructed to proceed with the second part a similar payment of fees to be made, but the payment of £1,000 is to be taken as the payment on appointment. Except in the case of alterations and additions exceeding £500 in cost in each instance made by the previous instructions in writing of the Commissioners, the architect shall not be entitled to any remuneration for his services beyond the sums stated. Any such remuneration to which the architect may be entitled shall be at the rate of 5 per cent. on the net cost or as may be agreed upon.

SCHEDULE OF ACCOMMODATION TO BE PROVIDED IN THE FIRST PORTION OF THE BUILDING TO BE ERECTED.

Summary.

NOTE.—Department A should be near the conference-rooms on the principal floor, and the library should be within easy access of the principal floor. The principal floor may be either the first or second floor at the discretion of the competitors. If the second floor is decided upon, then the departments specified for that floor should be placed on the first floor.

Principal floor: Rooms for Ministers, high officials, and conference-rooms, 8,700 sq. ft.; Department A, 2,510 sq. ft.; Department B, 3,950 sq. ft. Sub-ground floor: Department C, 14,100 sq. ft.; telephone switch-room, strong-room, and residential rooms, 1,920 sq. ft. Ground floor: Library, 5,500 sq. ft.; Department D, 5,800 sq. ft.; Department E, 3,960 sq. ft.; hall porter, etc., 550 sq. ft. Second floor: Department F (1), 5,850 sq. ft.; Department G (1), 5,980 sq. ft.; Department G (2), 5,540 sq. ft. Third floor: Department F (2), 1,350 sq. ft.; Department H (1), 6,000 sq. ft.; Department H (2), 6,480 sq. ft.; Department I, 3,430 sq. ft. Fourth floor: Department J, 7,780 sq. ft.; Department K (1), 9,720 sq. ft. Fifth floor: Department K (1), 1,000 sq. ft.; Department K (2), 15,050 sq. ft.; Department K (3), 1,500 sq. ft. Sixth floor: Department K (3), 17,500 sq. ft. Seventh floor: Department K (3), 15,500 sq. ft. Eighth floor: Department K (3), 3,460 sq. ft.; refreshments, etc., 10,000 sq. ft. General: Waiting-rooms on each floor, 4,500 sq. ft.; messengers on each floor, 2,350 sq. ft.; spare, 5,020 sq. ft. Total (exclusive of basement, corridors, staircases, and lavatories), 175,000 sq. ft.



Board of Trade Competition: Plan of Site.

ROOMS FOR MINISTERS, HIGH OFFICIALS, AND CONFERENCE-ROOMS.—PRINCIPAL FLOOR.

(This may be either first or second floor.)

(*Crimson lake.*)

Identification Number on Plans.	Number of Rooms.	Area (sq. ft.). Each Room.	Total.
1	1 President	650	650
2	1	300	300
3	1	250	250
4	1 Permanent Secretary	500	500
5	1	300	300
6	1	250	250
7	1 Parliamentary Secretary	500	500
8	1	300	300
9	1 House of Lords' representative	300	300
10	1 Second Secretary	400	400
11	1	250	250
12	1 Conference-room	1,500	1,500
13, 14	2 " "	600	1,200
15, 16	2 " "	1,000	2,000
			8,700

DEPARTMENT A.—PRINCIPAL FLOOR.

(*Burnt umber.*)

1	1 Chief	400	400
2	1	200	200
3, 4	2	320	640
5—7	3	280	840
8	1	250	250
9	1	180	180
			2,510

DEPARTMENT B.—PRINCIPAL FLOOR.

(*Green.*)

1	1 Chief	400	400
2	1	500	500
3	1	360	360
4	1	290	290
5—7	3	260	780
8—10	3	250	750
11—14	4	180	720
15	1	150	150
			3,950

DEPARTMENT C.—SUB-GROUND FLOOR.

(*Brown madder.*)

1—3	3	1,800	5,400	
4	1	1,500	1,500	
5	1	1,200	1,200	
6—7	2	150	300	
				8,400
8—10	3 Women	1,200	3,600	
11	1 "	300	300	
12	1 "	150	150	
				4,050
13, 14	2 "	300	600	
15—17	3 "	250	750	
				1,350
18, 19	2 Store-rooms	150	500	
				300
				14,100

SUB-GROUND FLOOR.

(*Neutral tint.*)

1	1 Strong-room	200
2	1 Telephone switch-room	120
		320

RESIDENTIAL ROOMS.—SUB-GROUND FLOOR.

(*Vandyke brown.*)

Office Keeper.

1	...	Sitting-room	1,100
2, 3	...	Kitchen and scullery	
4—6	...	3 Bedrooms	

Hall Porter.

7	...	Living-room	500
8, 9	...	2 Bedrooms	
			1,600

LIBRARY.—GROUND FLOOR.

(*Indigo blue.*)

1	1 Librarian	200	200
2	1 Clerks	300	300
3	Library	5,000	5,000
			5,500

The face area of the book shelving is now 13,000 sq. ft., and there should be facilities for doubling this.

The rooms bracketed should communicate with one another.

DEPARTMENT D.—GROUND FLOOR.
(*Sepia.*)

Identification Number on Plans.	Number of Rooms.	Area (sq. ft.). Each Room.	Area (sq. ft.). Total.
1	1 Chief	400	400
2–9	8	500	4,000
10, 11	2	300	600
12	1	200	200
13, 14	2	150	300
15	1 Strong-room	300	300
			5,800

DEPARTMENT E.—GROUND FLOOR.
(*Lampblack.*)

1	1 Chief	400	400
2	1	450	450
3	1	350	350
4–6	3	300	900
7, 8	2	280	560
9,10	2	250	500
11–14	4	200	800
			3,960

GROUND FLOOR.
(*Neutral tint.*)

1	...	Hall Porter	200
2	...	Outdoor Messengers	200
3	...	Office Keeper	150
			550

DEPARTMENT F (1).—SECOND FLOOR.
(*Prussian blue.*)

1	1 Chief	400	400
2	1	600	600
3–13	11	300	3,300
14	1	250	250
15–19	5	200	1,000
20, 21	2	150	300
			5,850

DEPARTMENT G (1).—SECOND FLOOR.
(*Yellow ochre.*)

1	1 Chief	400	400
2–5	4	450	1,800
6–10	5	400	2,000
11, 12	2	300	600
13	1	280	280
14–19	6	150	900
			5,980

DEPARTMENT G (2).—SECOND FLOOR.
(*Yellow ochre.*)

20	1	300	300
21	1	150	150
22	1	800	800
23–25	3	450	1,350
26–28	3	350	1,050
29–32	4	300	1,200
33–35	3	180	540
36	1	150	150
			5,540

DEPARTMENT F (2).—THIRD FLOOR.
(*Prussian blue.*)

22	1 Chief	400	400
23, 24	2	250	500
25–27	3	150	450
			1,350

To be within easy access of Department F (1).

DEPARTMENT H (1).—THIRD FLOOR.
(*Burnt sienna.*)

1	1 Chief	400	400
2–4	3	400	1,200
5	1	600	600
6–15	10	360	360
16, 17	2	300	3,000
18	1	255	510
19	1	200	200
20	1	180	180
		150	150
			6,000

The rooms bracketed should communicate with one another.

DEPARTMENT H. (2).—THIRD FLOOR.
(*Burnt sienna.*)

21–23	3	500	1,500
24, 25	2	450	900
26–28	3	400	1,200
29	1	300	300
30	1	280	280
31–35	5	250	1,250
36–40	5	180	900
41	1	150	150
			6,480

DEPARTMENT I.—THIRD FLOOR.
(*Chrome.*)

1	1 Chief	400	400
2	1	450	450
3, 4	2	330	660
5	1	320	320
6–9	4	300	1,200
10	1	250	250
11	1	150	150
			3,430

DEPARTMENT J.—FOURTH FLOOR.
(*Purple.*)

1	1 Chief	400	400
2–6	5	400	2,000
7	1	450	450
8–17	10	320	3,200
18, 19	2	300	600
20, 21	2	250	500
22	1	180	180
23–25	3	150	450
			7,780

DEPARTMENT K (1).—FOURTH AND FIFTH FLOORS.
(*Light red.*)

1	1 Chief	400	400
2	1	200	200
3, 4	2	700	1,400
5–8	4	650	2,600
9	1	500	500
10, 11	2	480	960
12	1	450	450
13, 14	2	400	800
15–17	3	300	900
18–22	5	250	1,250
23–29	7	180	1,260
			10,720

DEPARTMENT K (2).—FIFTH FLOOR.
(*Light red.*)

30	1 Chief	300	300
31–38	8	1,250	10,000
39–41	3	750	2,250
42, 43	2	500	1,000
44–46	3	380	1,140
47, 48	2	180	360
			15,050

DEPARTMENT K (3).—FIFTH, SIXTH, SEVENTH, AND EIGHTH FLOORS.
(*Light red.*)

49, 50	2 Chiefs	400	800
51–54	4	1,200	4,800
55	1	800	800
56–86	31	480	14,880
87–111	25	320	8,000
112	1	250	250
113–133	21	180	3,780
134–164	31	150	4,650
			37,960

REFRESHMENTS.—EIGHTH FLOOR.
(*Paynes' grey.*)

Dining-room, to seat 225	10,000
,, women, to seat 75	
Kitchen, scullery and stores, also servants and Superintendent's rooms	

GENERAL.
(*Neutral tint.*)

Waiting-rooms on each floor	4,500
Messengers on each floor	2,350
Spare rooms	5,020

CORRESPONDENCE.

Ministry of Fine Arts.

SIR,—I may say that a movement in favour of the creation of a Ministry of Fine Arts would receive my warm sympathy and support. I am delighted to hear that this long-felt want is at last about to be realised.

ALFRED DRURY.

SIR,—Though a little late since your appeal of July 18, I should like to express my strong sympathy with the movement you are working to formulate.

A Ministry of Fine Arts—it seems incredible that Great Britain should even yet be but dubiously awakening to what so properly appertains to her dignity and position in the civilised world.

The utility of a suitably-constituted Ministry of Fine Arts cannot, I think, be seriously gainsaid. The very few and half-hearted objectors plead that architecture, if indeed it be a living art, cannot be furthered by such, and if moribund cannot thereby be vivified.

I quite agree, but take it that a very large part of the work of a Ministry would consist of the systematic recording of existing work, the unifying of our scattered collections and the concentration of our divided efforts in the direction of conservation, would, in fact, provide a focus for the entire realm of national art.

In the course of my practice I constantly come across treasures of craftsmanship in veritable daily jeopardy of their very existence, and this state of affairs must continue to the irreparable loss of the community unless a powerful centralised authority becomes a vigorous reality.

It is in this and similar directions that I unfeignedly crave for such officialism to stretch out its arm, and do not think the operations of a Ministry of Fine Arts could, at worst, harm the living arts. J. E. DIXON-SPAIN.

Taxation or Confiscation of Land Values.

SIR,—In the article in your issue of the 22nd ult. Mr. Fels omits to disclose the fact that he is not a British subject, but is a citizen of the United States, making a considerable income from the importation of foreign-made soap into this country, and this fact should be borne in mind in considering whether Mr. Fels' personal interests do or do not influence his views. He has stated that, notwithstanding the facts that his views are only supported by one section of the Radical party for political purposes, that the matter is not political. There is considerable reason to believe that the origin of the 1909 Budget was simply the fear of Free Traders that Tariff Reform was making substantial progress, and at any cost something must be done to draw away the attention of the public.

Mr. Fels knows that it is not right for anyone but a British subject to interfere in a political question; he, however, subscribes a large sum (some thousands, I believe) to promote what I contend is a political matter, and which benefits him indirectly as an importer of foreign-made soap. Of course he may not do so with any selfish view, but these are the facts.

Mr. Fels sets out in general and vague terms the benefits that are to accrue by the adoption of his ideas, but may I remind him that he has yet to respond to the challenge to give a specific example of these benefits?

Confiscation.

Mr. Fels objects to his proposals being called confiscation, but calling it taxation does not alter the fact. If you put a tax of 50 per cent. on the income derived by an owner of Consols you confiscate half the value.

As the various advocates for land taxation are so much at variance it is desirable to ascertain what they require, and this may be done by first placing them under three groups and see how they differ or agree.

1. There are what may be called the Lloyd Georgian group, who supported the 1909 Budget (though they knew little about it, as a matter of fact).

2. There are the Single Taxers, who advocate the idea that all rates and taxes are to be paid out of the value of the land.

3. We have a somewhat nondescript group of persons who support the taxation of land, but say they are not Single Taxers; and we now

gather that Mr. Fels says this taxation is to be used towards the services of education, Poor Law relief, main roads, asylums, and police, and also in doing away with certain food taxes, etc.

The 1909 Budget land taxers are finding themselves in so much difficulty that they are about to raise another land campaign with a view to hide their 1909 fiasco, but are careful to say they are not Single Taxers.

The second group—viz., Single Taxers—started with the mad idea that everyone was to be free of taxes (both local and national), but now it has been demonstrated that if you tax land to 20s. in the pound of its income—*i.e.*, confiscated it all—you could not do this; hence it is that the gentlemen who supported the Single Tax group are transferring their affections to the third group, so that, for all practical purposes, the Single Taxers have become those who say we find we cannot do what we insanely hoped, but we will confiscate the value of the land so far as it will go.

A Radical M.P. who belongs to the third group of land taxers, in a letter to me, stated that "I have no sympathy with the land value taxes, nor do I defend them; except the ½d. tax, none of them makes land easier to use on easier terms. We supported it to get some sort of a valuation; even that is not perfect, but we have to work with what tools we have." Here we obtain the fact that these gentlemen never believed in the increment duty, reversion duty, etc., which was made the main reason for the 1909 Budget. They knew it was wrong, but supported it because they wanted something else. How are we even now to know what it is they want? And those who are at all disposed to listen to them should be careful to obtain very specific statements.

With the idea of obtaining some definite information I visited the offices of one of these land-taxing societies, but the only definite statement I obtained was that there were 20 square miles of vacant land in the administrative county of London used only for advertisements, but when going into this with them the statement was withdrawn. Now Mr. Fels states that there are 16 square miles of vacant land. I very much doubt if he can prove this or will attempt to do so; still, if there are these 16 square miles, I say so much the better; and your readers will know that the administrative county of London embraces a large suburban area. Is it not a good thing that there should be this vacant ring space round London and that building has gone to an area out beyond this? For whatever reason, it is a good thing. Drive the building to the vacant spaces in the administrative county of London from the more open area beyond. Is this a good thing?

Mr. Fels states:—"What gives land its value is the competition between individuals for the use of particular sites; in other words, the presence of the population." But what gives Mr. Fels' profits on his soap which he imports? Only the presence of the population. Does he not thus unintentionally advocate taxation of imported manufactured goods? Mr. Chiozza Money writes:—"Let me show your readers in concrete what the thing means. In a certain town there are two or three big factories which carry on the chief industries of the town. The chief incomes in the town are drawn by the capitalists who carry on these industries. The Land Values group are actually seeking to excuse these capitalists from all contribution towards local rates, except in respect of the tiny bits of land upon which they carry on their industries. That is to say, the richest people in the place, those best able to contribute to local taxation, would be almost entirely excused from taxation!"

Land in England would be found to have little or no value as bare land if in every case full and proper deductions were made for all the money spent in reference thereto by generations of owners previously interested therein, and so well known is this that these land taxers object to what may be called proper site valuations; and Mr. C. E. Price (a land-taxing M.P.) states that such a valuation would involve years of inquiry, expense, and litigation. Thus we have a distinct admission that this valuation will never be of any use for the ideas of Mr. Fels so far as one is able to understand them. It is well known to surveyors that nine-tenths of the valuations settled by consent or want of objection are absolutely wrong. To take one instance only, the cost of roads, in how many cases has the present owner been able to produce any proof (as demanded by the Commissioners) of the expenditure of a previous owner on roads? And how Lloyd George must have gloated over this section when he put the words "Prove to the satisfaction of the Commissioners" in the Act!

The Land Taxation group want to restrict any allowance for improvements to a term of thirty years; and, without considering the injustice of this as regards improvements already made, let us see what it means in the future with regard to improvements about which they clamour so much as being made by them tax free in the future. It means that every person contemplating improvements will be induced to do so in such a manner that they will not last more than thirty years—*i.e.*, a sort of Yankee scrap-heap improvement is to be the order of the day. This must be so, as when the improvements after thirty years become land values, they are to be confiscated, otherwise taxed out of existence.

In conclusion, I can mention one or two (out of very many) cases to show the inequality of Budget valuation as a basis of taxation.

Two plots almost exactly alike, both valued at £70. One owner put the valuation in the waste-paper basket; the other insisted on £100 the proper valuation. Here is a difference of nearly one-third in future basis of taxation.

In the case of land valued at £1,100—deduction for rent charge redeemed £500; site value thus reduced to £600. Compare this with another case, value £1,100. No deduction for rent charge; site value, £1,100.

Expenditure on roads. One owner deducted a sum equal to 25 per cent. of site value for increased value attributable to roads; another owner was unable to get any evidence of expenditure, and will be paying 25 per cent. more tax than the other owner.

Will Mr. Fels state specifically whether ground rents, tithes, land taxes, rent charges, and all other interest, which are, in fact, part of the value of the land, are to be taxed or not? It is most strange that no information on this point is given.

Will he state what he means by the tax on land values being allocated "towards" the cost of education, poor relief, main roads, asylums, and police? Does he mean to cover all the cost, and, if not, how much of the cost of these services? Further, has he ascertained what these services cost?

When he gives us further details we may be able to better understand him. But there are many more statements in his letter I should like to deal with.

FRANK PERKS.

[*** We are, of course, in no way responsible for the personal statements made in this letter.—ED.]

The Beaux-Arts Training.

SIR,—I have followed with interest and appreciation Mr. Lanchester's closely-reasoned apology for the introduction of the Beaux-Arts system into English architectural training. He is certainly correct when he says that "hitherto only in the country house have we worked genuinely and whole-heartedly on Beaux-Arts lines," but here many of your readers will no doubt find themselves face to face with a difficulty. If we (untrained) have consistently followed Beaux-Arts principles in our domestic work, and that alone, must we assume that the French in their domestic work, and that alone, have equally consistently ignored the principles in which they have been trained? And, if so, what relation does the training bear to our work and theirs?

E. G.

The Measurement of Daylight Illumination.

SIR,—In the issue of the *Builder* for Aug. 22 an extract is made from Dr. Cameron Gibson's valuable contribution (dealing with illumination) to the report of Dr. M. Young on the Cheshire County Schools.

As a means of comparing the relation between inside and outside illumination it is suggested that the former should be measured with an illumination photometer and the latter by the exposure of photographic paper. As the correct measurement of daylight illumination is a matter of great importance to architects I would venture to point out with your permission that measurements by means of photographic papers are open to the objection that whilst such papers are very highly sensitive to the light from blue sky, that condition is by no means good for interior lighting; in fact, it is one of the worst. The light which emanates from white clouds is extremely valuable, although it has a lower actinometer value.

There are at least two photometers on the market—the Trotter, made by Messrs. Everett Edgecumbe & Co., and the Lumeter, made by Messrs. Beck—which enable the ratio between inside and outside lighting to be made almost simultaneously by the same instrument, a method which would appear to give more reliable results than the one suggested by Dr. Young.

PERCY J. WALDRAM.

Scroll on Bow Church.

SIR,—Having once been witness to an accident through the collapse of a balcony in Fleet-street, I am suspicious of any unsafe-looking projection or independent pieces of masonry. I observe the south-west scroll on Bow Church appears cracked. Is there any danger of it tumbling down into Bow Churchyard?

X.

[*** We do not know if any of our readers have noted the matter alluded to in our correspondent's letter.—ED.]

Registration.

SIR,—I have received a letter from the New Zealand Institute of Architects informing me that a Bill to provide for the statutory qualification and Registration of architects practising in New Zealand has passed the Second Reading, and has been referred to a Special Committee of the House. The promoters have every reason to hope that the measure will be passed this session.

C. MCARTHUR BUTLER
(Secretary of the Society of Architects).

INTERCOMMUNICATION COLUMN.

Making Gas.

SIR,—Your correspondent "India" will find information concerning the manufacture of gas from kerosene and from crude oil on a small scale in an illustrated article on "Oil Gas for Country Districts," which was published in the *Builder* issued May 14, 1910. Apparatus of the kind he requires is manufactured by Messrs. Mansfield & Sons, of Hamilton-square, Birkenhead.

H. F. H.

THE "LAMP OF KNOWLEDGE."

THIS work is in bronze, and is by Baron Arild Rosenkranz. It forms one of a pair produced for the Earl of Berkeley, the companion being the "Lamp of Beauty." The Earl is a well-known scientist and an enlightened patron of the arts, and the designs have reference to the scientific work which he, though still young, has accomplished, and the beautiful works of art he has gathered together in the mansion erected near Oxford, by Sir Ernest George, A.R.A. The trigonal base rests upon sphinxes, over which are three figures pondering upon the problems of the universe. The bas-reliefs above, on a circular band, signify Chaos, and the symbolic figures seated in niches stand for Creation, Preservation, and Dissolution, the three fundamental principles of life and of the universe itself. The lantern is fitly surmounted by the statuette of Pallas Athena, the Goddess of Knowledge. The companion bronze is designed in a lighter mood, with female figures representing beauty—Love, Truth, and Sacrifice, while the bas-relief symbolises Harmony in place of Chaos, and the crowning figure is Aphrodite. The general style is in that of the best period of the Italian Renaissance, and as such recalls those halcyon days when such commissions were freely bestowed on capable artists by wealthy nobles and prelates. Now, alas, wealth is rarely lavished on such decorative objects unless guaranteed "antique"! Much of the bric-à-brac which fetches high prices is well known to be spurious, while the really fine and undoubted works of the past are rare and only within reach of the most wealthy. While yielding to none in reverence for the art of the past, and regarding every fine work handed down as a priceless document in its history and development, I can only express the hope that the time is at hand when the merit of contemporary applied art will be adequately recognised. The present generation of artist-craftsmen, in England at least, has suffered from a lack of appreciation and support historically unique, and due to causes no longer existent.

The best-known works of the Baron are in stained glass, and reveal his complete mastery of colour in decoration and dreamy mysticism. His decorative wall painting is also of the highest order of artistic merit, and rivets attention. His portraits also possess a truth and charm as well as happy pose and accuracy, which are not too often apparent in works of these prosaic centuries.

J. STARKIE GARDNER.

Tradescant-road, S.W.

GENERAL NEWS.

An Official Appointment.

Mr. J. S. Reay, F.R.I.B.A., has taken up his duties as Assistant Director of the Architects' Section of the Barrack Construction Department of the War Office. Until recently Mr. Reay was in partnership with Mr. J. B. Silcock, and practised in Bath under the title of Silcock & Reay.

No. 54, Mount-street, Mayfair.

It is announced that the Earl of Plymouth has let his house, No. 54, Mount-street, for a term of years to Prince Arthur of Connaught for his town residence. The house, which has a return frontage to Park-street, was built thirteen years ago for Lord Plymouth (then Baron Windsor) after plans and designs by Mr. Fairfax B. Wade, F.R.I.B.A., and is remarkable for the spacious planning and decorative treatment of the interior. The large hall, carried out entirely of marble from Lord Windsor's quarries at Penarth, occupies the greater portion of the ground floor. From its north side the grand staircase ascends to the salon that extends over the hall and portal; the walls of the salon have a series of Verd-Antico, Breccia, and other marble panels, and clustered Cippolino columns with carved Sicilian caps support the modelled vaulted ceiling. The morning-room and "private room" on the west side of the hall are panelled in cedar and Italian walnut wood respectively.

Town Planning at Nottingham.

Powers are being sought by the Nottingham City Council to define an area of 600 acres under the Housing and Town Planning Act. The land is situated to the north of the city, and is mainly agricultural.

A Boulevard by the Thames-side, Surrey.

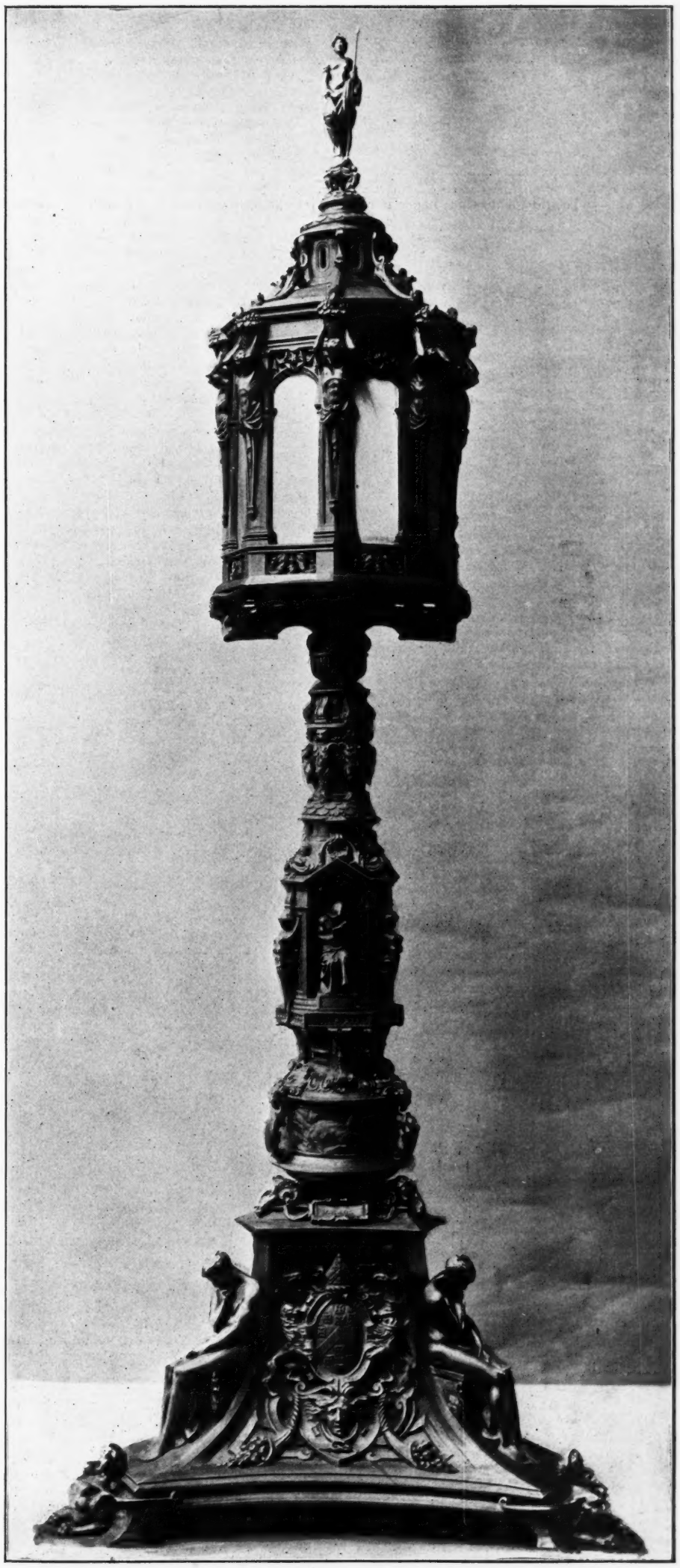
The East and West Molesey Urban District Council have agreed to take steps to obtain compulsory powers for the acquisition of the land, from 30 ft. to 65 ft. wide, adjacent to the towing-path for a distance of ½ mile between Molesey Lock and the Hampton racecourse, which affords a fine prospect of a favourite reach of the Thames, with Garrick's villa and temple and Tagg's Island in the foreground and Hampton Church in the distance. It is proposed to preserve the present belt of trees and to lay out a wide, shaded carriageway and garden. The estimated cost will involve an addition charge of 2d. per annum upon the district rates.

East London College.

The Board of Education have ratified a scheme for the administration of the East London College as a School of the University of London in the Faculties of Art, Science, and Engineering, with participation in the annual Parliamentary grant in aid of University colleges. The scheme sets up a governing body of nineteen members, nine of whom represent the Drapers' Company, who contribute more than half of the annual income; with three representatives of the University, one of whom must be a woman; the Principal of the College, two of the Academic Board, one of the London County Council, and three co-opted members. The Principal of the College is Mr. J. L. S. Hatton, M.A., who represents the Faculty of Science in the Senate of the University. The first University representatives are Lady Busk, Mr. F. D. Acland, M.P., and Principal Sir Henry Miers.

New Silver Coinage for Cyprus.

Mr. Bertram Mackennal, A.R.A., designed the new issue of silver coins to the values of 9 c.p. (1s.) and 18 c.p. (2s.) for Cyprus. The design is after the King George's head (Dominions) type, with a reverse of the lion rampant as borne by the Lusignan Kings, upon a crowned shield bearing the value and date.



Bronze Lamp: Executed for the Earl of Berkeley.

Leading Contents.

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ILLUSTRATIONS.

Devonport Municipal Buildings Competition.

THIS design, by Messrs. A. R. Jemmett and Percy B. Tubbs, joint architects, was submitted as a suggestion for a definite treatment of the whole site and as a solution of the problem of the levels. The view was taken that the level road on the south was the natural approach to the Guildhall—the dominant feature of the whole scheme; that the east and west roads, being subordinate and of steep gradient, were unsuitable for main entrances or for symmetrical treatment; and that a level approach would be desirable for all buildings entered from the north. The circular road, level with the north-west angle of the site, provides this level approach, simplifies the problem of the levels, and adjusts the building to the irregular shape of the site. A principal floor at this level carried over the whole site permits all the main units of the different buildings and the large internal drill-yard to be on the same level. The Guildhall, supported by the Small Hall and the Council Chamber, was placed on the south front to give it the dominant position and to create on the lowest level of the site a mass of sufficient weight to balance the whole composition. These and other considerations led to the principal entrance of the Guildhall being used for the Council Chamber and offices, the separate entrances to the two halls being made secondary ones. This arrangement is somewhat unusual, but it was thought to be convenient and to give better results in this particular case. The Mayor, as chief magistrate and head of the civic administration, is placed in the centre, where he commands the whole of the buildings. The Guildhall, the Court, and other principal features have been given positions that were considered to be in accordance with their relative degrees of importance with a view to obtaining a well-balanced and characteristic group of buildings.

The Hall of the Sturgeon, Padua.

THESE illustrations are given in connection with the article on page 240.

Bronze Statue, Marechal de Villars.

WE give an illustration of one of the finest examples of monumental sculpture in the Salon, by the well-known French sculptor, M. Henri Gauquié.

MEETING.

MONDAY, SEPTEMBER 8.

The Incorporated Clerks of Works' Association (Carpenters' Hall, London-wall, E.C.).—Paper by Mr. John Newton, A.R.I.B.A., "A Concise History of Architectural Development." Illustrated by lantern slides. 8 p.m.

BOARD OF AGRICULTURE, S.W.

New offices for the Board of Agriculture, Whitehall-place, are being erected under the superintendence of Mr. H. A. Collins, A.R.I.B.A., of H.M. Office of Works. The general contractors are Messrs. Higgs & Hill, Ltd., South Lambeth-road, S.W., and the Hennebique system of ferro-concrete is being used.

ARCHITECTURAL SOCIETIES.

East Africa Architectural Association.

We are informed that an architectural association has been formed (named as above) in British East Africa and Uganda, with its headquarters at Nairobi. The officers for the first session are:—President, Mr. R. M. Geater; Vice-President, Mr. W. M. Robertson; Hon. Secretary and Hon. Treasurer, Mr. Harold E. Henderson, Lic.R.I.B.A. Council:—Messrs. L'Roux, Tate-Smith, Gow, and Hurle Bath. One of the first objects of the Association is to bring a Bill before the Legislative Council for the Registration of Architects in British East Africa. Another question is the demand for Government work to be let out to competition by architects in British East Africa and the encouragement of civic planning in the cities and townships of British East Africa and Uganda.

BRASS, EDENHAM CHURCH, NEAR BOURNE.

THE Church of Edenham, Co. Lincoln, was formerly appropriated to the Abbey of Vaudrey. This Cistercian Abbey (properly de Valle Dei) was founded by William Earl of Albemarle in 1451.

The living is a peculiar one, almost like that of a deanery or a perpetual curacy, and is in the gift of the Earl of Ancaster, who is impropriator of the parish, and proprietor of the churchyard, whose seat, Grimsthorpe Castle, is about a mile from the church.

In the chancel and north chapel of the church are some beautiful monuments to the Dukes of Ancaster, the Earls of Lindsey, and the Lords Willoughby de Eresby, hereditary Lords Great Chamberlain of England.

Archiepiscopal Brass, Edenham Church, Lincs.

The tower, which is a magnificent one, belongs to the time of Henry VI.

On the uppermost part of the tower, well out of reach of the iconoclast, is (or was until quite recently) a memorial brass of an Archbishop of Canterbury, representing him in full vestments with a crozier.

This brass, which was thought to be getting worn or weathered, has been removed to the wall inside the lower part of the tower, where it can be seen and examined.

There are arguments for and against the desirability of its removal from its original position, but except to antiquarians it was unknown and necessarily unseen at its original great height, and its removal saves it from further deterioration.

It is possible that in the troublous times some good monk or abbot removed it from the interior of the church and placed it so high up to save it from the spoiler's hand. A peculiarity of this brass is its small size, namely, 18 in. by 7 in.

FIFTY YEARS AGO.

From the *Builder* of September 5, 1863.

FOR many years there has not been so hot a summer on the Continent as that which has just ended; and both there and in this country the drought has been very great. Considering the influence of rain and sunshine on building construction, and on such questions as those of site, drainage, damp, and sanitary influence in general, the subject is one of decided importance to architects, and as such merits notice on the present occasion.

It almost looks as if a serious error had been committed in the selection of Aldershott as a site for a barrack-town; for the drought has been so great this last summer as to compel the troops to quit the place altogether, from want of water, and migrate to Sandhurst, Woolmer, and other localities where the blessing of an abundant supply of good water is to be obtained for both men and horses; so that the permanent barracks and huts of Aldershott have been almost depopulated on account of the drought. Before their departure the horses had in many instances to be taken a distance of upwards of a mile from their stables to drink. The water in the reservoir at Bourley became so low that it was under the minimum quantity deemed requisite in case of fire.

*** History often repeats itself.—ED.

THE LATE J. R. CLAYTON'S ESTATE.

The late John Richard Clayton, of Fairfax-road, South Hampstead, N.W., and late of Regent-street, W., head of the firm of Messrs. Clayton & Bell, glass painters, etc., has left estate of the gross value of £74,682, of which the net personalty has been sworn at £73,138.

AN "OPEN-AIR" SCHOOL, YORKS.

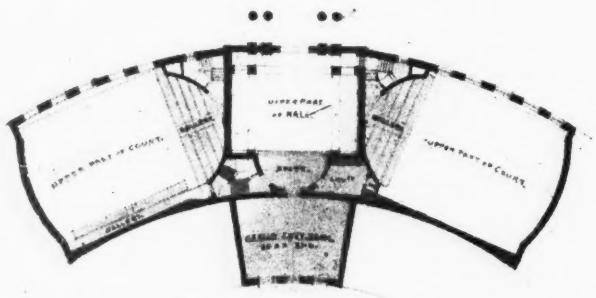
Mr. John Stuart, Education Architect to the County Council, planned and designed the "open-air" school which the West Riding County Council are building at Highfields, near Doncaster. The plan retains the customary quadrangle, but the classrooms can be opened on two sides, so that the children will work, to all purposes, in the open air. The rooms are grouped around a central open quadrangle, the windows being after the French casement kind carried down to the floor. A corridor with sliding windows affords access to the rooms, and on the classroom side the corridor is cut off with glazed screens, which serve for cupboards and museum-cases, and has casement windows above. All the screens and windows can be thrown open to form an "open-air" shelte

Martin, Hood & Larkin, Gt. Newport St., London, W.C.

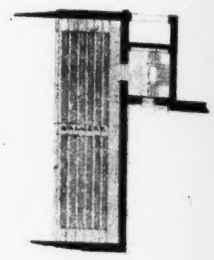
FIGURES SIGNIFICANT OF THE GLADNESS OF LIFE.

DECORATIVE PAINTINGS, RESTAURANT OF THE STURGEON AT PADUA.—BY PROFESSOR CESARE LAURENTI.

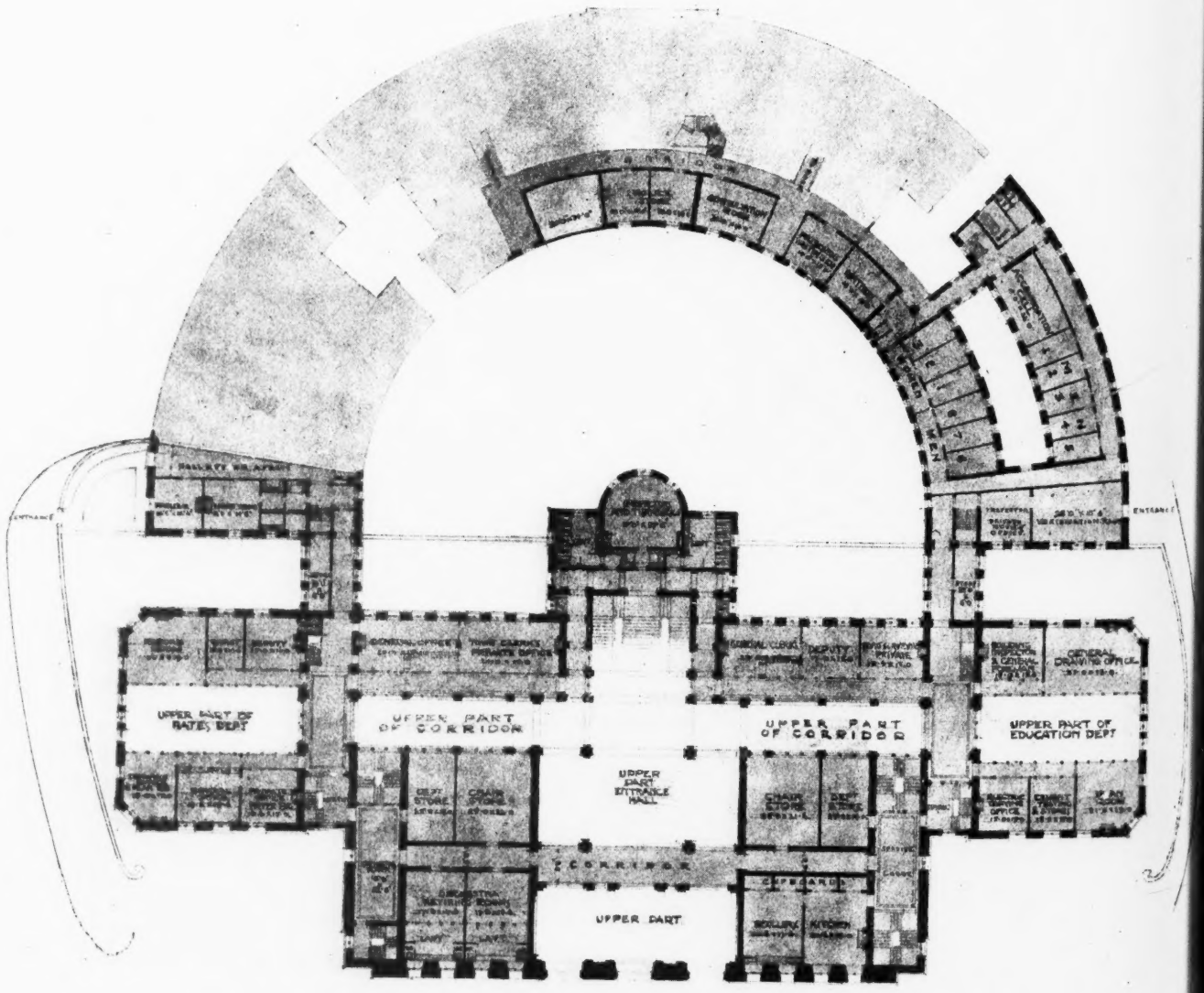
on, W.C.



- PUBLIC GALLERIES OF COURTS -



- PUBLIC GALLERY GUILDHALL



- MEZZANINE PLAN -

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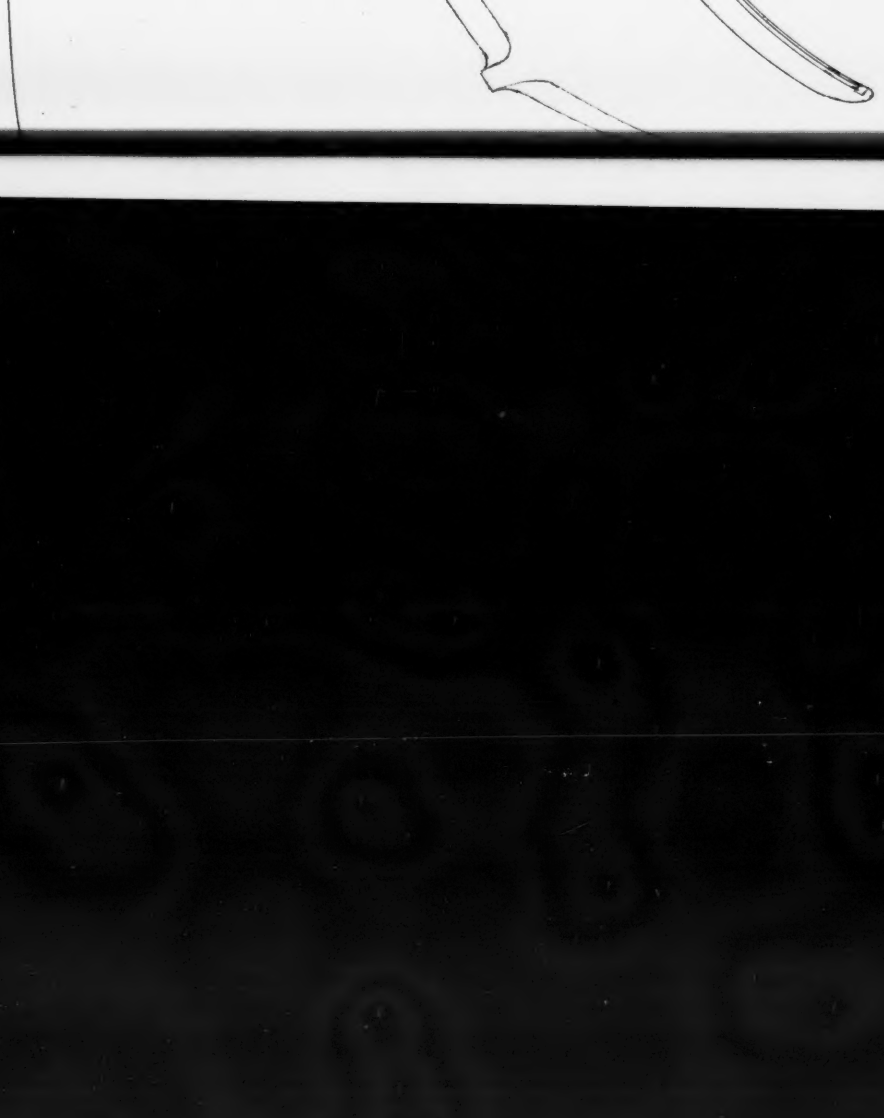
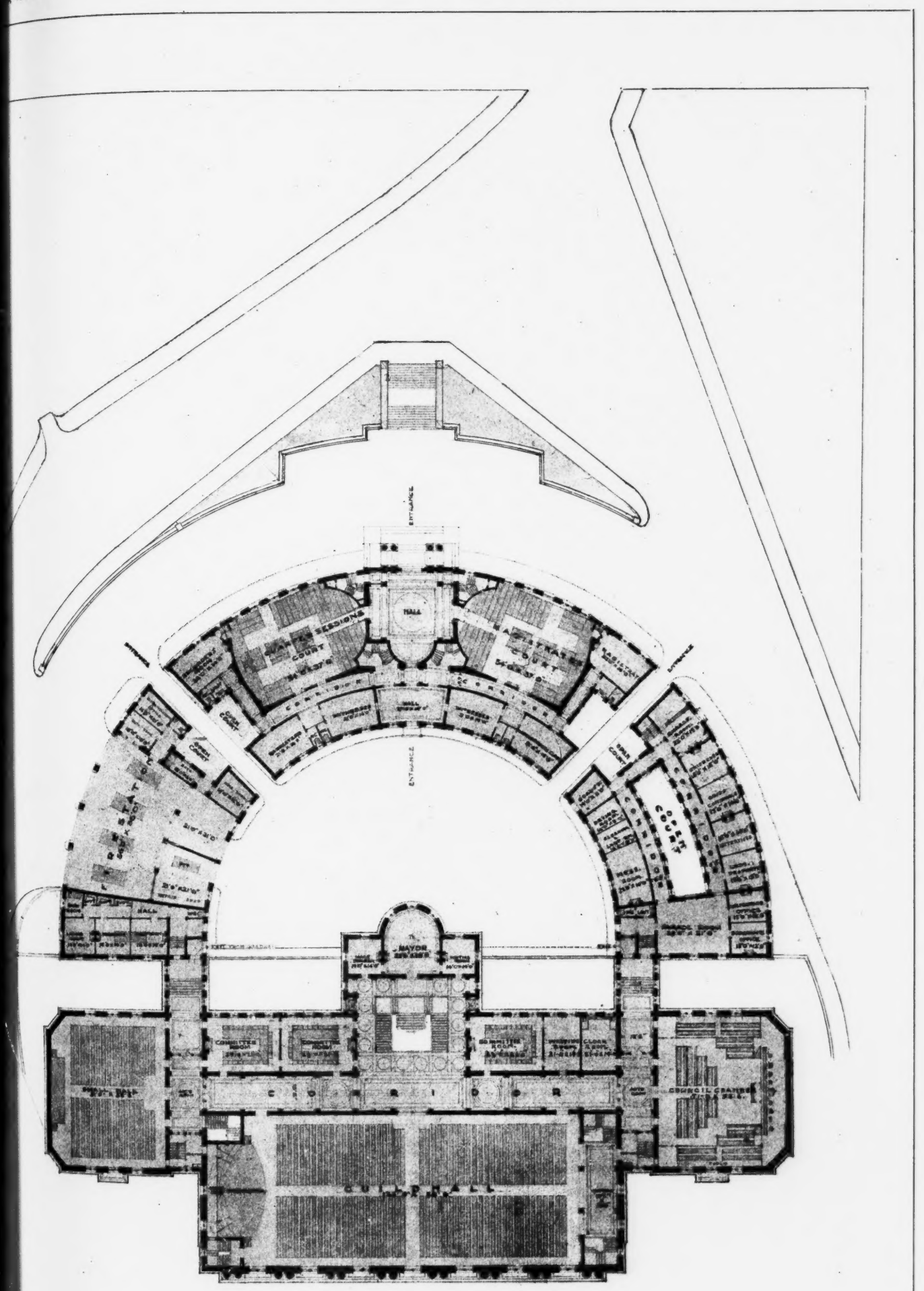


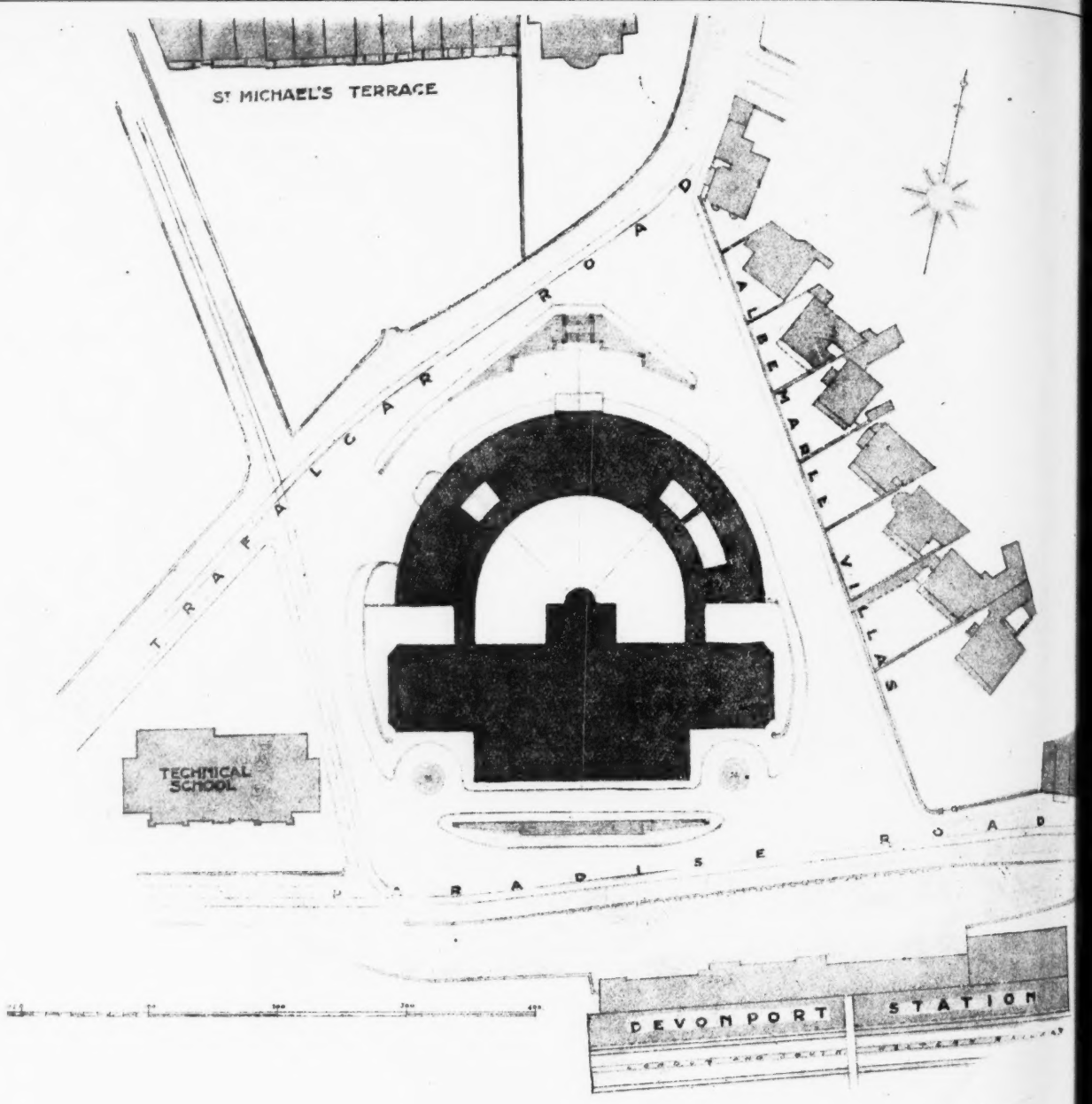
MESSRS. A. R. JEMI



PRINCIPAL FLOOR PLAN

Martin, Hood & Larkin, Photo Litho., Gt. Newport St. W.C.

MESSRS. A. R. JEMMETT AND PERCY B. TUBBS, FF.R.I.B.A.


St MICHAEL'S TERRACE
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PARADISE ROAD
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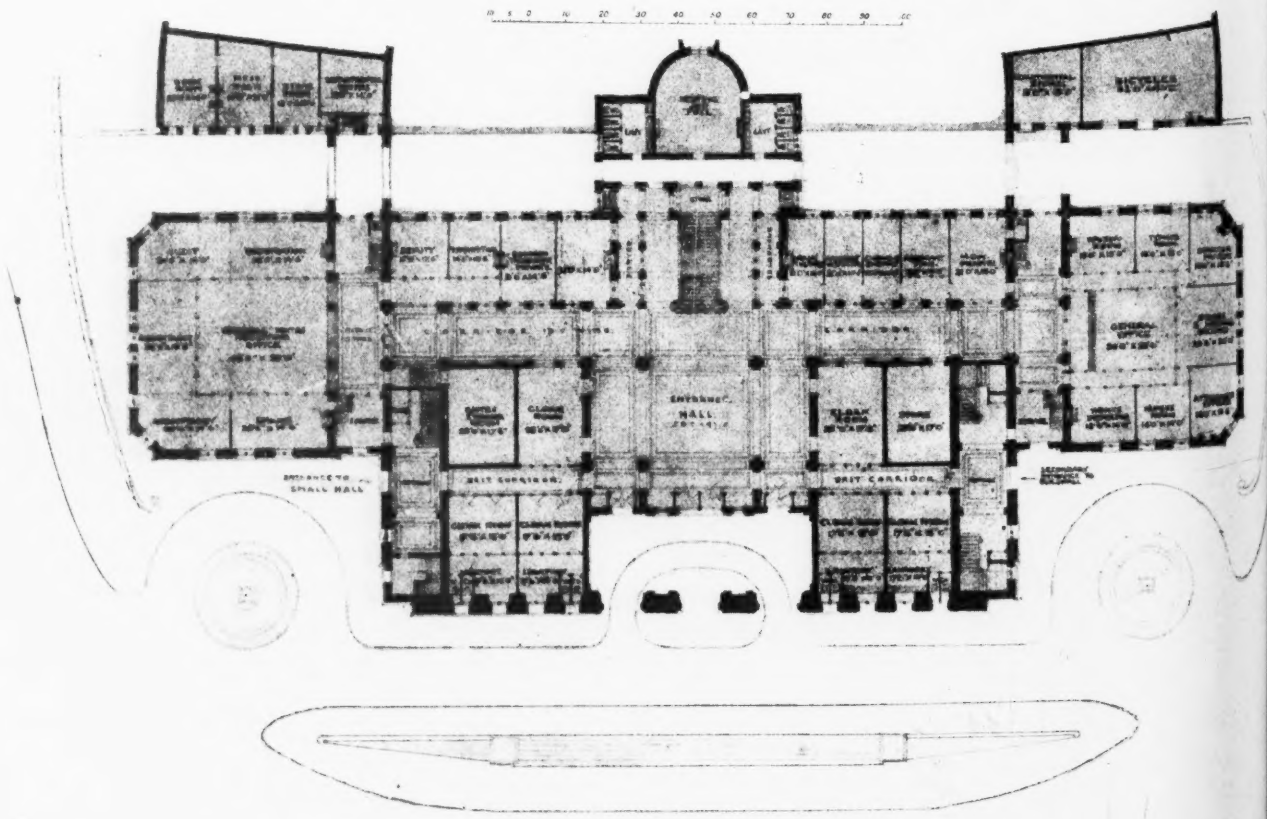
ENTRANCE HALL
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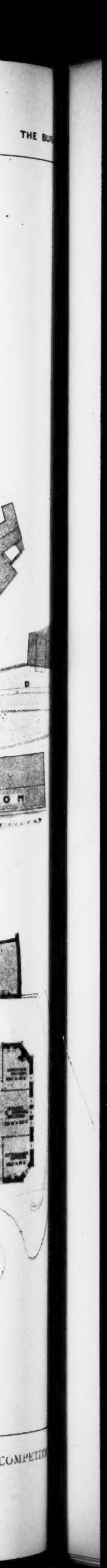

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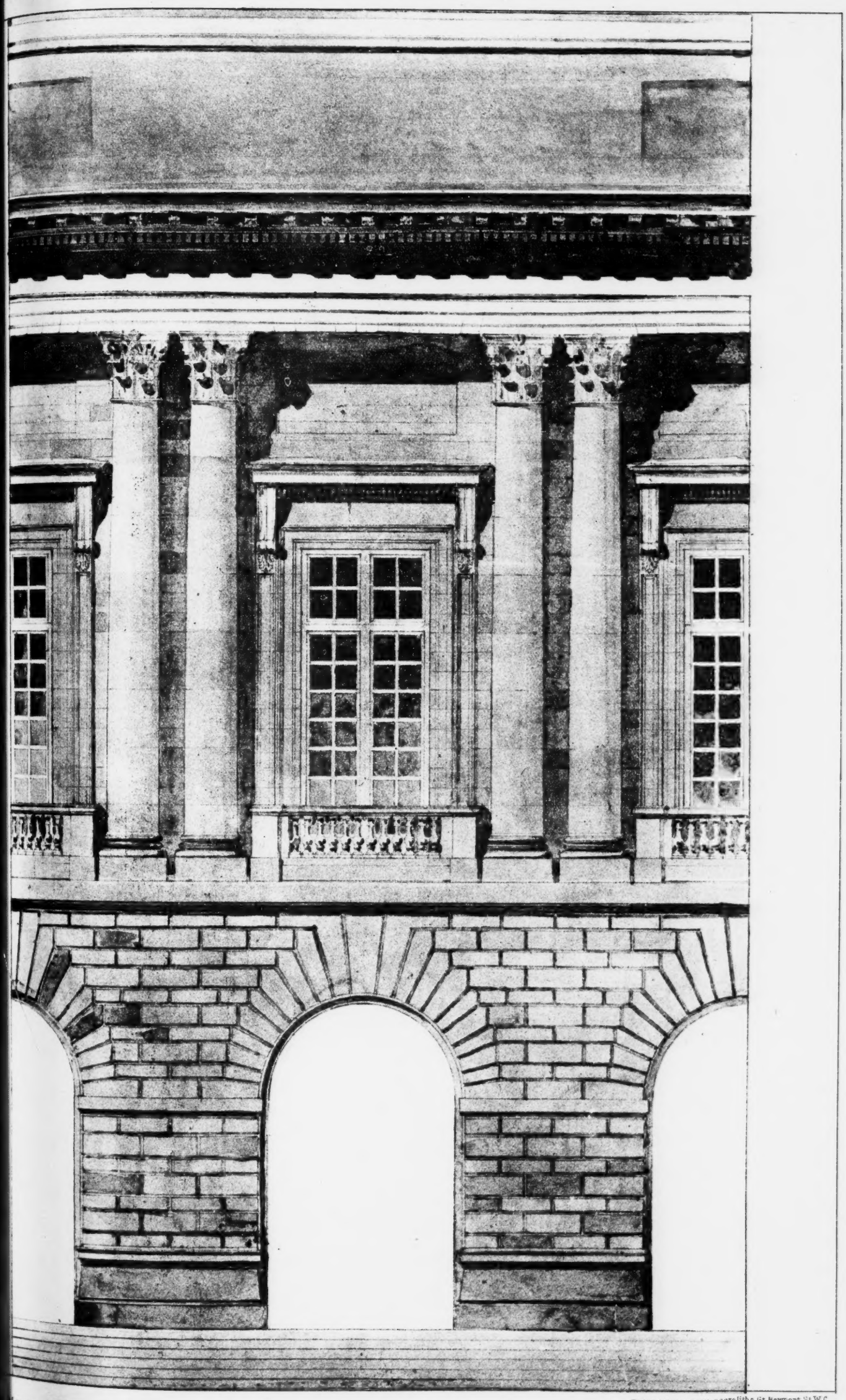
MESSRS. A. R. JEAN



Messrs. A. R. Jemmett and Percy B. Tubes. FF.R.I.B.A.

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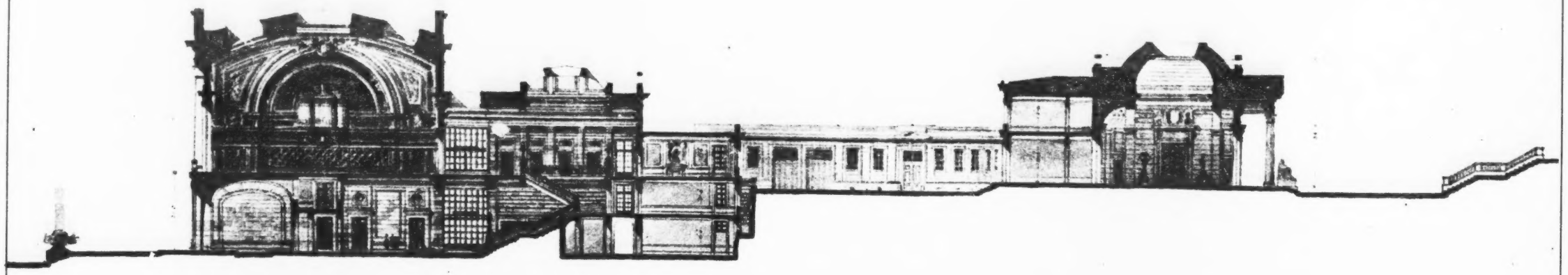

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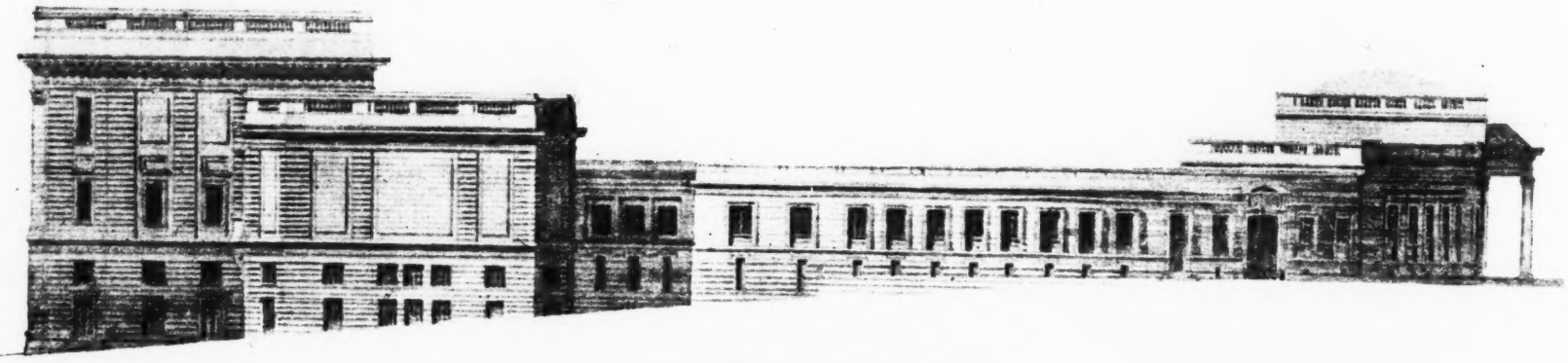
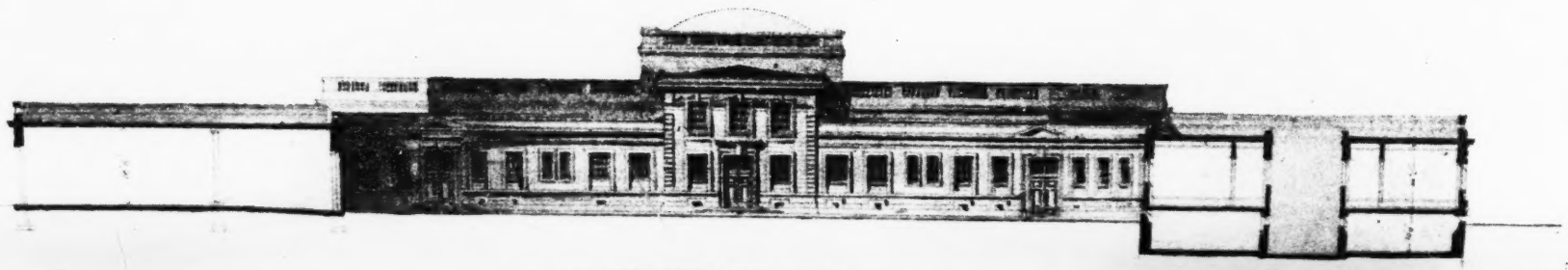


EAST ELEVATION



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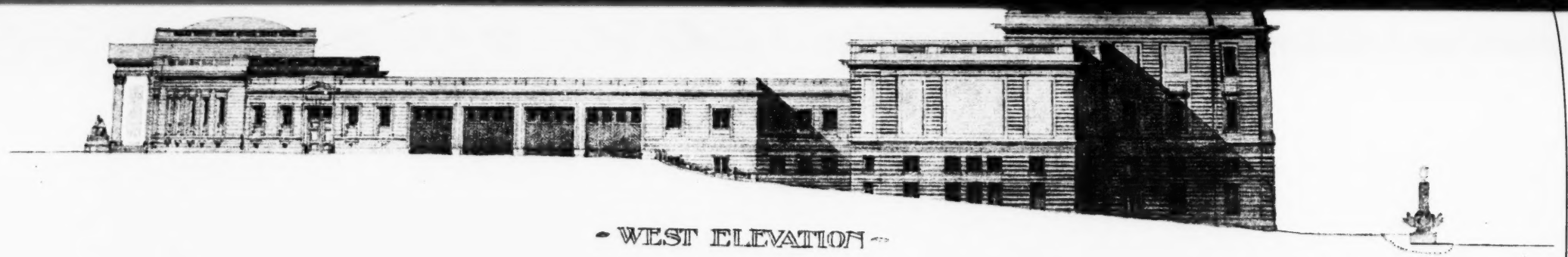

- WEST ELEVATION -

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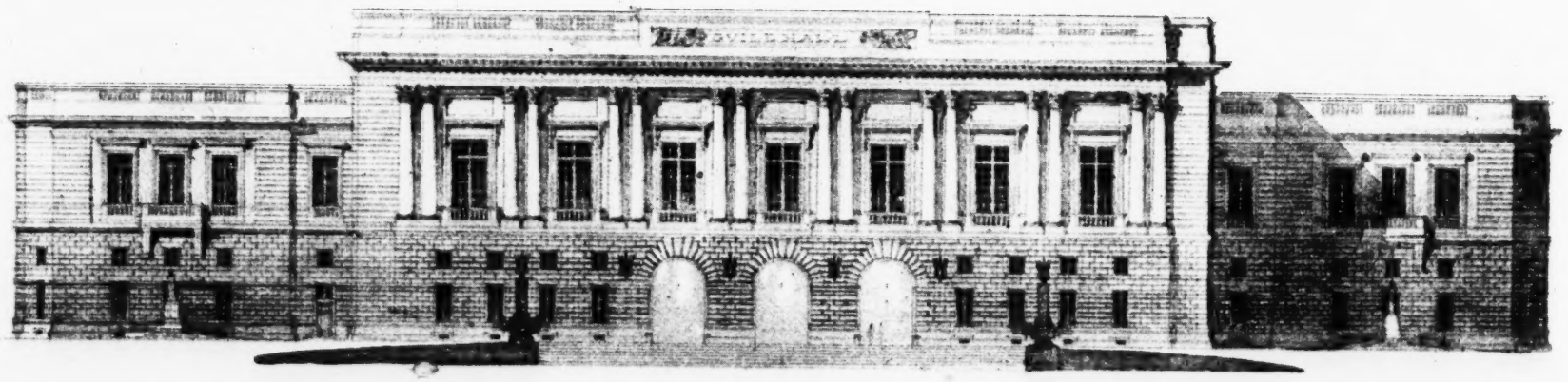

- SOUTH ELEVATION -

Scale of Feet.

0 5 0 10 20 30 40 50 60 70 80 90 100

Martin, Hood & Larkin, Photolitho, 61, Newport St, W.C.

DEVONPORT MUNICIPAL BUILDINGS COMPETITION.—Design by Messrs. A R. Jemmett and Percy B. Tubbs. FF.R.I.B.A

Martin, Hood and Larkin, 8 Great Newport Street, London, W.C.

SCULPTURE AT THE PARIS SALON.

BRONZE STATUE. MARÉCHAL DE VILLARS. By M. Henri Gauquié, Sculptor.

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CIVIC DESIGN SECTION.

WHAT IS A TOWN?

ALTHOUGH it may be a convenient figure of speech to describe the lay-out and the buildings of a town as the expression of the corporate life of its inhabitants, this definition, like many others, requires qualification, and can hardly be considered to possess exactitude or scientific accuracy. If by the word "inhabitants" we mean all those who use or frequent the town regularly or intermittently, the definition might pass; but if we mean only those who live in the town, it is obviously incorrect in the case of large cities or manufacturing towns. Since the days of quick transit those who live in such towns as these are chiefly the poorer class of those who go to make up its total working population, and it is precisely this class whose convenience and pleasure, health and comfort, hopes and aspirations are not considered, and are not expressed in its general arrangements or type of architecture. In the case of a town whose land and chief industries are owned by non-residents it might be more near the truth to say that the town is the expression of their life, or rather of that aspect of their life which is concerned with the desire to secure large returns for their investments.

In the case of a capital city, such as London, there is a sense in which it expresses, or should express, far more of some aspects of the life of the whole community than of that of the few millions of individuals who work in it or of the few thousands who actually live in it. This dual aspect of such towns as London appears to lead to a certain confusion of ideas which again tends to confusion of aim and to a lack of a definite settled policy as to the lines on which the future development of the town should proceed. This lack of definite aim in all that appertains to civic government has been evidenced lately by such questions as the Admiralty Arch.

But if we turn to the small country towns the national and the commercial aspects of the question seem to disappear, and at first sight such a town appears to answer more closely to the definition and to express only the life of its inhabitants. But on second consideration it becomes evident that there is another way of looking at the question.

The small market town, with its market-place and its wholesale shops supplying the smaller general shops in the villages and lesser hamlets, may be said to be arranged as to the size and position of its market-place and the width and direction of its approach roads to serve the needs and express the life of the surrounding villages and farms as much as that of the inhabitants of the town itself.

It may, of course, be said that if you arrange a town to serve the needs of the surrounding country you are really serving the needs and expressing the life of the townsfolk themselves, for their business is to serve the surrounding villages and farms and to see that their town is properly laid out for this purpose.

From this point of view every town or village may be said to have a tract of country depending on it whose needs it must express in its own plan and general arrangement. In all probability there is not a square yard of land in the country whose cultivation does not affect in some way or other the size or lay-out of the adjoining village or town. Every part of the country depends upon or, so to say, drains into some village or town, which again drains into some larger town in the same way that tributaries drain into a river, and the whole of the country might be divided up and a map drawn showing the social or commercial, instead of the physical, watersheds.

If, then, the definition of a town as the expression of the corporate life of its citizens is to be considered entirely satisfactory, it would appear to be necessary to regard as citizens of the town all those who live within its sphere of influence, for in one way or other the town seems to express their life, and their life seems to influence the arrangement of the town. Considering also how one town depends upon another, and bearing in mind how subtly the national life is interwoven, it would be easy to pursue this line of thought to the point at which the definition vanishes altogether.

As a matter of fact, there are towns whose main characteristics or dominant features have apparently been dictated by other considerations than the convenience of their permanent residents, such as the sea-front plastered on to the face of an old fishing village; and the fact that a village street has to be widened to admit motor traffic to race through may be said to express the life the villagers are forced to live by outside influences stronger than their power of resistance, and not the life they would wish to lead.

But, from whatever point of view we consider the question, one thing appears certain—we cannot study a town apart from its surroundings.

Indeed, it would be possible to argue theoretically that there is no such thing as a town. That is to say, it is no longer possible to draw a line where the country ends and the town begins, or to say which is town and which is country. Even in ancient days when towns were enclosed with walls, to the feet of which the pasture-lands or vineyards extended, the clearly-marked division was more physical than social or commercial, and it is a division which modern progress tends to entirely obliterate.

This statement, however, must be qualified by a reference to the garden city movement, which appears to aim at the erection of distinct town areas clearly and definitely marked off from the surrounding country by belts of agricultural or other open land, instead of by the walls and fortifications of mediæval towns, and in this way to carry on the older traditions. So at the present moment we see two opposing tendencies—one endeavouring to cover the country with isolated towns of definite size and to colour the map of England in definite shapes of black and white, and the other trying to spread the population more evenly over the whole country, to abolish definite boundaries between town and country, and to colour the map a more or less uniform gray. But, whichever method proves best in the long run, we must take some steps to lessen the size of the enormous black patches we call towns, if we would preserve the health and happiness of the population. Should the latter method prevail, our definition would have to be replaced by the statement that the plan of a country is the expression of the national life of its inhabitants.

HOUSING IN FRANCE.

APPARENTLY the difficulties as to housing the poor in France are greater than they are in this country. M. Chéron, Minister of Labour, declares that the excess of births over deaths is ten times greater than in all other countries, while the average number of children per family is smaller than anywhere else. It is, therefore, imperative that something should be done to assist the heads of large families in bringing up their children. It seems that wages are too low to enable them to pay the minimum rents, and workmen's houses are all planned for small families. The Senate is therefore proposing to make an annual allowance to the heads of families with four or more children, varying from £2 8s. 4d. to £3 12s. per annum. It further intends to give a grant of 2 per cent. on the capital expended by owners or builders of suitable dwellings for such families.

Quite apart from the sociological aspect of this movement, it will be interesting to see the effect of these provisions and the manner in which the demand is met. The present condition of things is a common scandal, and it is very remarkable that it should have been allowed to continue so long.

The Problem in England.

In this country the problem became acute many years ago, when—fortunately for the working classes—there arose several great philanthropists like Peabody, Guinness, Sutton, and others—and, in recent years, Whiteley—who studied the subject very closely and provided accommodation for very large numbers. Then came a period of the municipal activity; that, however, has come to an end, and except in such instances as the Tabard-street area we are not likely to see any further great developments on these lines. There is a Bill before Parliament this Session which proposes to give State assistance to owners and to encourage private speculation in workmen's dwellings, and that seems likely to give a great impetus to further provision. Two extremely useful papers on the subject were recently read at the Surveyors' Institution, one by Mr. William Woodward and another by Mr. Montague Holmes. The latter, in comparing tenement houses, block dwellings, and small houses, condemns the first class as lacking privacy and convenience and encouraging overcrowding, owing to the fact that inspection is almost impossible.

Block dwellings, he thought, are likely to continue in the central area, but they should be restricted to within definite limits and it should no longer be possible to house 700 persons per acre.

Most of the companies owning these blocks have paid about 5 per cent. upon the capital invested, but owing to the increased cost of land and building it is becoming increasingly difficult to earn this dividend.

At the present moment the demand exceeds the supply, and tenants can be controlled, as they have nowhere else to go; but if the conditions were reversed it would be almost impossible to conduct these establishments.

The late Miss Octavia Hill, comparing the merits of the block dwellings and the small house, wrote as follows:—

"I would implore well-meaning landlords to pause before they clear away small houses and erect blocks with any idea of benefiting the poorer class of people. . . . The first sentimental objection to the block life is the small scope it gives for individual freedom. The second is its painful ugliness and uninterestingness in external look, which is nearly connected with the first. For difference is at least interesting and amusing, monotony never."

The preponderance of opinion, therefore, is in favour of small houses distributed upon the land after the manner of the Garden Cities. Judging from the experience of the Co-Partnership Tenants, Ltd., this method of housing forms a perfectly secure investment, and entails nothing like the financial risk involved in large block dwellings.

There is, however, another class of dwelling intermediate between the block dwelling and the small house—composed of self-contained flats. Specimens of these may be seen at Chelsea and at Bethnal Green. They are generally built on four floors, with open staircases—two flats on each floor. They have the advantage of being more profitable than the small houses, while at the same time they do not herd the people so closely together.

A most excellent report dealing with this question was issued by the Mansion House Council on Health and Housing in 1908, in which considerable attention was given to the possibility of converting the older houses into tenements, and this subject is, we understand, now seriously engaging the attention of some of the largest owners of this class of property.

THE HOUSING PROBLEM IN PARIS:

EPINAY GARDEN CITY.

A SHORT time ago we published a series of articles describing and illustrating the most important blocks of dwellings erected in Paris for the better housing of the working classes. We now give particulars relative to the latest development in the same direction, represented by the garden city commenced at Épinay, a village of some 3,000 inhabitants, about 6 miles north of Paris.

The project is due to the initiative of Mr. Willy Blumenthal, a manufacturer employing more than 2,000 workpeople in the district, and has been taken up by the Société Anonyme les Cités-jardins d'Epinay. The architect to the Society is M. Georges Vaudoyer, who has already been mentioned in our columns in connection with the dwellings of the Fondation

Singer-Polignac, and who designed a large industrial dwelling opened in June last at the Rue Vergniaud, Paris, by the Fondation Yvonne de Gouy d'Arsy.

At Epinay the Ministre du Travail et da la Prévoyance Sociale, M. Chéron, has recently inaugurated the first series of seventy-five houses built on the garden city site. A noteworthy feature of these dwellings is the diversity exhibited by the architectural designs. M. Vaudoyer has made a very successful attempt to avoid the monotony resulting from uniform treatment by creating several different types of pavilions and maisonnettes, all of them constructed to provide the maximum amount of comfort and to conform with the latest views on the subject of hygiene.

The roads in which the houses are situated are well laid out, and have been named after Paul Strauss, Alexandre Ribot, Jules Siegfried, and others who have contributed materially to the success of one-family houses in France and have worked for many years on the solution of the problem of housing for the working classes. Isolated from each other by surrounding gardens, and situated within easy reach of the industrial centre, where their occupants will find employment, the houses in the Epinay Garden City constitute a noteworthy advance and denote a new development so far as Paris is concerned. The complete scheme provides for the construction of a hundred houses in addition to those already completed.

La Glacière Colony.

Another interesting experiment is represented by the inauguration of the working-class colony in the Rue Daviel, a road situated in the somewhat dreary region known as La Glacière. This colony, which was opened by M. Chéron on the day of his visit to Epinay, comprises a group of forty houses built by M. Walter for the Société "l'Habitation Familiale," an association directed by M. Charles Gomel, President of the Compagnie des Chemins de Fer de l'Est. The dwellings are arranged in a square surrounded by a large garden, each with a small garden of its own. Special regard has been given to the requirements of large families, the houses including an entrance, kitchen, living-room, three bedrooms of 20 sq. metres each, lavatory accommodation, basement with direct access from the ground floor, and a workroom for the head of the family. The houses cost £252 each, the rental being £16 per annum.

LOCAL GOVERNMENT BOARD'S ANNUAL REPORT.

In issuing its forty-second annual Report the Local Government Board has, for the first time, thought it advisable to publish Part II., dealing with Housing and Town Planning, as a separate volume. The importance to which this subject has attained no doubt justifies this action, which will, we think, be appreciated by all those whose interest lies chiefly in this particular example of the Board's many-sided activities. The result is a Report running to some seventy pages, to which is attached an appendix of similar length.

The Report proper is divided into two sections, the first dealing with the housing of the working classes and the second with town-planning schemes. From the general observations in the Housing Section we are glad to note that the Board fully realises that the housing of the working classes in England and Wales "is undoubtedly one of the most serious social problems of the present day." In the solution of this problem much depends on the spirit in which the Local Government Board administers the Acts, and, although a study of this Report gives evidence of the great value of its efforts, the ardent reformer might be disposed to think that there is little danger of the Board being accused of undue haste or lack of caution in the administration of its statutory powers.

It is gratifying, however, to observe that the Board is of opinion that, as far as the maintenance and improvement of existing houses is concerned, "the result of the passing of the Housing and Town Planning Act, 1909, has been to kindle a very remarkable activity on the part of a large proportion of the local authorities, which, in its turn, has tended to some extent to cause owners of small property to take a more enlightened view of their responsibilities to their tenants." But, on the other hand, the Board "cannot pretend to be completely satisfied with the progress that has been made in the direction of the provision of new houses by local authorities, particularly in the agricultural areas of rural districts." In the circumstances, the Board considers that "the results are by no means discouraging."

A most important branch of the work described in this Report is the collection of exact information as to present housing conditions so that a complete understanding may be arrived at as to the nature and extent of the problem to be dealt with. Although many of the more progressive of the local authorities had already instituted systems of inspection, it was not till the passing of the Act of 1909 that this question was dealt with in a systematic and comprehensive manner. The Board is now making every effort to become thoroughly acquainted with the housing conditions throughout the country by means of reports from medical officers and from its own inspectors, and by means of Press cuttings. When we read that, in respect of the year 1911, the Board received reports for fifty-eight counties, 103 metropolitan or county boroughs, 250 municipal boroughs, 806 urban boroughs, and 650 rural districts we realise the amount of work that is being done in this direction. Some of the local authorities, we learn, appear to be under the impression that the inspection is optional. In such cases it appears to be the duty of the Board to point out that it is a statutory obligation, and generally to keep the local authorities up to the mark in this respect. "Much in this direction has been accomplished during the year," we are told, "and, although much still remains to be done, there is no reason to be dissatisfied with the general results shown in the more recent reports." This aspect of the matter is dealt with at some length in this, the Housing Section of the Report, which also gives information as to the activities of local authorities under Parts I. and II. of the Act, as to improvement schemes, reconstruction schemes, closing and demolition orders, repairs, compulsory acquisition of land, complaints of default, etc., all of which are dealt with in a way that shows the Board to be fully alive to its responsibilities.

But of more immediate interest to our readers is sect. 2, dealing with Town Planning. From this we learn that it is a matter of great satisfaction to the Board to be able to state that there has been a forward movement of a decided character in favour of the ideas involved in what is commonly referred to as town planning. Not only is much activity shown by local authorities and owners of estates developed on so-called garden-city lines, but landowners in general are realising that their responsibilities are not entirely limited to their own estates, while it is becoming generally recognised that the advantages now being obtained at comparatively small cost will ultimately be a source of considerable saving to the community.

The Report notes that the schemes with which the Board has had to deal are chiefly concerned with what might be called the practical aspects of the subject, somewhat to the neglect of the æsthetic aspects. While recognising that this may have been a source of regret to architects and others who had hoped for better things, the Board remarks that "it is questionable whether the local authorities are not wise in leaving these matters, upon which corporate opinion might not be entirely satisfactory, to individual judgment and concentrating their efforts upon matters upon which they are clearly competent to decide."

We certainly do not wish to see local authorities dealing with questions they are not "competent to decide," but at the same time we might point out that the due consideration of the amenities is obligatory by the Act, and that this obligation could be carried out if the Board insisted that someone competent to decide on æsthetic questions should be consulted in the preparation of every scheme submitted for approval.

With regard to the regulations which have been the subject of considerable criticism, the Report points out that the Board is willing to make exceptions (variation in procedure in thirty cases being granted during the year) and to consider suggestions for simplifications, but remarks that the suggestions made are somewhat contradictory at present. The subject will not be lost sight of, but any material shortening of the procedure involved would necessitate amendment of the Act itself, for which public opinion may not be ripe.

The Report ends in a note of satisfaction at the great interest taken in the subject and the very substantial progress made in giving practical effect to the intentions of Part II. of the Act, and is followed by the Appendix, giving circulars and statistical and other statements both as to housing and town planning. The whole volume furnishes still further evidence of the value of the Housing and Town Planning Act, and should be in the hands of all those who wish to keep in touch with the present position of affairs and with the progress of the movement.

CIVIC DESIGN NOTES.

Open Spaces. As a part of their scheme for dealing with the Tabard-street, Southwark, area the London County Council will reserve the central portion—about 5 acres—of the site for a public recreation ground. All but £200 has been raised of the £5,000 necessary to conclude the purchase for the National Trust of Adelaide-hill, Windermere, whence is obtained a fine prospect ranging from Coniston Old Man, in the west, to the High-street, in the east; the purchase includes the right of way through Rayrigg Woods to the Miller Ground landing-stage. At the opening ceremony on September 11 Professor Haverfield will deliver *in situ* an address on the Roman Fort and the recent excavations in Borran's Field, Waterhead, lately acquired by the National Trust.

Arterial Road in Durham. Recent developments of the mining industry in the County of Durham have resulted in a gradual drift of the population from the southern coalfields to those on the coast, with the result that small hamlets have lately become populous mining towns needing better means of intercommunication by road. A scheme is on foot for the construction of a new road from West Hartlepool, along the east coast towards Sunderland, which will link up the towns of a populous area. After the proportion of cost which each authority will be called upon to contribute to the total cost of £80,000 has been decided any deficiency will be made good by the Road Board. The scheme appears to include a reinforced concrete bridge, carried across Castle Eden Dene. This is one of the beauty spots of the neighbourhood, and we hope every endeavour will be made to preserve its amenities.

Town Planning at Ghent. An important feature of the Ghent Exhibition is the Cities and Town-Planning Exhibit arranged by Professor Geddes. In connection with this subject an International Town-Planning Conference has been opened at the old Town Hall of Ghent. Among the 200 members present at the inaugural meeting were Mr. H. V. Lanchester, Mr. W. E. Riley, and Professor Adshead.

The Housing and Town Planning Association of Ireland. We have pleasure in welcoming the first annual Report of the recently-created Housing and Town Planning Association of Ireland. The formation of this Association was the direct result of the interest aroused in the subject by the visit to Dublin in 1911 of the Cities and Town Planning Association. Its programme appears to be directed towards stirring up public interest to more fully realise the inadequacy of the housing of the people, and that this inadequacy lies at the root of many social evils. It has already been enabled to make suggestions to local authorities in connection with housing schemes on the lines of the abandonment of tenement buildings, limitation of number of houses to the acre, a minimum of three bedrooms to each house, and a reduction in the cost of road-making. Under the Presidency of her Excellency the Countess of Aberdeen, and with a list of Vice-Presidents and General Council, including some of the foremost names in Ireland, this Association is evidently at the beginning of a long career of usefulness. We wish it every success.

THE BUILDING TRADE.

CRANE ACCIDENTS.

THE prominence given in the daily newspapers to a recent crane accident draws attention to the question of crane accidents in general, which unfortunately appear to be on the increase. This fact is scarcely realised by the public, but is accounted for when it is remembered that the crane referred to was what is known as a Scotch derrick, a type of crane largely employed on important public buildings which attract considerable attention by reason of their prominent position. *À propos* this, six of these cranes may at present be seen in position on the new works at Buckingham Palace. These public buildings are generally situated on a main thoroughfare, and the cranes, being mounted on high gantries, are daily in the public view. Consequently, with the collapse of one of these derricks there is widespread publicity. The numerous accidents on cranes of all types occurring in less conspicuous places do not become so generally known. It may serve a useful purpose if an attempt is made to account for some of the more common accidents.

Perhaps the most usual cause of accident is connected with the stability of cranes, and this applies almost exclusively to portable cranes, such as the ordinary contractor's yard crane. Such cranes are usually fitted with derricking or luffing gear to vary the radius or outreach at which the load is lifted, and so increase its effective area of handling. In its most practical form a portable crane should be capable of lifting the load and travelling with it to the required position without the use of blocking girders, to which reference will be made later. Under these conditions the worst position is when the jib is at right angles to the track, and obviously the important factor is the width of gauge.

The tendency of the load to tip the crane forward about the rail nearest to the load is counteracted to a great extent by the weight of the crane itself, and, in fact, on a broad gauge it is quite sufficient, but on the smaller gauges an abnormally heavy crane would be required of itself to ensure stability, and it is customary to place a certain amount of ballast in the tail of the crane, where, of course, the balancing effect is most pronounced.

There is, however, a limit to the amount of ballast that can safely be placed in the tail, because two extreme conditions have to be fulfilled. There must, at the same time, be sufficient ballast to maintain stability when the maximum load is being lifted at the maximum radius, and when the jib is derricked in to minimum radius without load on there must not be so much ballast as would tip the crane backwards. Sometimes in the desire to make the crane lift more than its legitimate load extra ballast is heaped up in the tail, and, although the crane may be strong enough structurally to take the overload, the stability is completely overlooked, and as soon as the jib is derricked in without the load the crane turns over backwards.

If the conditions of working permit, the stability question can be greatly relieved by the use of blocking girders, which are fixed under the truck and project outwards on either side. Before lifting the load these girders are packed up, and the load can only be deposited somewhere in the area served by the slewing motion. For some purposes, however, this is all that is required, and as the arrangement corresponds to a considerable increase in the gauge a much lighter and consequently cheaper crane can be used. This consideration often induces a contractor to put up with the inconvenience even when the area of operations cannot be served by the slewing motion alone, as the maximum load is frequently lifted only on rare occasions, and lighter loads can be lifted without the girders.

The danger in this arrangement is in leaving to the judgment of the driver how much he can lift without first blocking up the crane, and, although a good driver generally knows at once when he is trying to lift too much, there is always the possibility of overturning the crane.

It is satisfactory to note that some consideration has already been given to the stability question by the authorities, and it is now compulsory to fit a radius indicator to every crane, showing clearly at what radius the jib is working.

It may be useful and instructive to mention that in testing cranes the hook is attached to a fixed object by many inspectors, and the full power of the crane exerted against it. This gives an equivalent test to that of a load being held up in lifting. Obviously the power of the crane should not be in excess of its stability.

The foregoing remarks will show the importance of carefully attending to the stability on portable cranes, which, if neglected, can have far-reaching results, especially when the crane has to run on a track mounted on a high gantry: but an even more important consideration is the effect of weakness in any of the numerous vital parts, which may result in the complete collapse of the crane. As has already been pointed out, a driver usually gets timely warning when the crane starts to tip, but in most cases a defect in one of the vital parts usually passes unnoticed until it finally develops into a fracture wrecking the whole crane. Moreover this danger is not confined to one particular class or type of crane, but is common to all.

In designing a crane the stresses occurring in the various parts due to static loads can be more or less accurately calculated, but the shocks to which the structure is constantly subjected produce stresses in the members which far exceed those for static conditions and, at the same time, remain an uncertain factor.

This uncertainty necessitates an ample margin of strength being allowed, and as an extra precaution the design is often based on a considerable overload. This very desirable margin of safety, however, regulates the weight of the crane, and, generally speaking, the cost also, so that in the end the whole matter turns on the financial aspect.

Now a contractor spends a large sum of money on plant and machinery, not the least item of which is the outlay on lifting machinery, and he cannot be blamed for trying to purchase his crane on the most economical terms. He is seldom fully acquainted with the exacting conditions of cranework, and is apt to regard the manufacturer's leaning towards a substantial crane more as a desire to sell him as costly an article as possible than concern for his safety. The result is a large number of cranes are placed on the market to meet the demand for cheapness which are cut down in weight in every detail, leaving very little margin for exceptional circumstances. Furthermore, many of these cranes are listed to lift a certain load, but are cut so fine in design that, provided the seller is aware that the crane is required to repeatedly lift such a load, he will not infrequently recommend to the purchaser a higher-listed capacity crane. The handling of these cranes also leaves much to be desired, and it is not surprising that a few shocks will in time find out the weak spots and eventually the crane collapses.

This danger is even more pronounced in the case of second-hand cheap cranes which may have worked successfully for a number of years. After a certain period the question of margin of safety is considerably aggravated by the effect of the weather, as the rust in time reduces the effective section of the component members of the crane to such an extent that they no longer are able to withstand even the normal working strains, much less any undue shock; and this consideration is by no means restricted to cranes originally built with a small margin of strength. Even substantially-built cranes exposed to the weather will in time become weakened by rust to an extent that considerably reduces the factor of safety, and when purchased as second-hand should be carefully examined.

Apart from general weakness, the design of cheap cranes is often very questionable in the details, and, while it would be impossible here

RATES OF WAGES IN THE BUILDING TRADE.

THE following are the present rates of wages in the Building Trade in the principal towns of England and Wales. It must be understood that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that *may* occur:—

——	Masons.	Bricklayers.	Carpenters, Joiners.	Plasterers.	Slaters.	Plumbers.	Painters.	Masons' Labourers.	Bricklayers' Labourers.	Plasterers' Labourers.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Newcastle	10	10	10	10	9½	10	9	6½	6¾	6½
Sunderland	9½	10	9½	9½	9½	9	9	6½	6½	6½
Darlington	9	9½	9	9½	9½	8½	7½	6½	6½	6½
Stockton-on-Tees	9	10	9½	10	9½	9	8½	7	7	7½
Bradford	9½	9½	9	9	9½	9	8½	6½	6½	6½
Halifax	9	9	8¾	8½	8½	8½	8¼	6½	6¾	6½
Hull	9¼	9½	9½	9½	9½	9½	8¼	7	7	7
Leeds	10	10	9½	9½	9	9½	8	7	7	7
Sheffield	9½	9½	9½	9½	9½	9½	8	6½	6½	6½
York	9	9½	8¾	9½	9½	8½	7½	6½	6½	6½
London	11½	11	11½	11½	—	11	8 upwards.	7½	7½	7½
Brighton	8-9	8	8	—	—	—	—	—	—	—
Portsmouth	9	9	9	9	—	8	7½	6½	6½	6½
Southampton	8½	9½	9	8	—	9	8	6½	6½	6½
Maidstone	8½	8½	8½	—	—	8½	7½	5½	5½	5½
Bristol	9½	9½	9½	9½	—	9½	9	6½	6½	6½
Plymouth	8½	8½	8½	8½	—	8½	7½	5½	5½	5½
Bath	7½	7½	8	8	7½	7½	7	5-5½	5-5½	5-5½
Cheltenham	8¼	8½	8½	8½	—	8½	7¾	5½	5½	5½
Exeter	8	8	7½	7½	7½	7½	6½	5	5	5
Gloucester	7½	8½	8½	7½	7½	8¼	7½	5½	5½	5½
Hereford	7½	8	7½	8	7½	7	6½	5	5	5
Stroud	7	7	7	7	7	7	6½	4½	4½	4½
Blackburn	10	10	9¾	9	9½	9½	9½	6½	7	7
Bolton	10	10½	10	10½	10	9	9	—	—	—
Liverpool	10½	10½	10½	10	10	10	9½	6-6½	6-6½	6½
Manchester	10	10½	10	10½	9	10	9½	6	6	7½
Oldham	10	10½	10	9½	8½	10	9½	6	7	7½
Preston	9½	10	9½	9	8½	9	8½	5½	6	6
Birmingham	10	10	10	10½	9	10¼	9	7	7	7
Derby	9	9	9	9	9	9	8	6	6	6½
Leicester	9½	9½	9½	10½	9	9½	8	7	7	7½
Nottingham	10	9½	9½	10	9	9½	9	7	7	7½
Norwich	8	8	8	8	8	8	6½	5	5	5
Cambridge	9	8½	8½	9	8	9	7	5½	5½	5½
Oxford	8½	8	8	8½	8	8½	7	5½	5½	5½
Southend	9	9	9	9	Piecework	9	7	6	6	6
St. Albans	8½	8½	8½	10	8½	8½	7½	6	5½	6
Grays	—	10	10	—	—	—	8½	7	7	7
Cardiff	9½	9½	9½	9½	9½	9½	8½	6½	6½	6½
Swansea	9	8½	9	9	8½	8½	8½	6	6	6
Newport	9	9	9	9	8½	8½	8½	6	6	6
Chatham	8	9	8½	9	9	8½	7	5½	5½	5½
Birkenhead	10½	10½	10½	10	10	9½	9½	6½	6½	6½

The mason's rate given is for bankers; fixers usually ½d. per hour extra.

to go into this matter thoroughly, one notable example is the controlling mechanism for raising and lowering the jib. Many accidents have been caused through the jib running out and the operating gear for this motion is often at fault in the means for holding the jib.

The motion should be controlled by a very powerful brake which cannot be shaken loose by vibration or shock. A so-called self-holding worm is often used, but this is insufficient without an effective brake, as the worm is sometimes set in motion by vibration.

Another source of danger, which, however, cannot be attributed to faulty design, is badly-worn gearing, which reduces the strength of the teeth until they finally fail, and on some designs the brake is so placed that the fracture allows the load to run out and wrench the rope or chain from the barrel.

Sometimes when a crane is converted from hand to power drive the speeds for the gearings are considerably increased, and with badly-worn gear wheels the danger of broken teeth is even more pronounced.

It has not been possible to more than lightly touch upon the various aspects of crane accidents, but perhaps enough has been said to point to the need for some adequate remedy to prevent their constant occurrence. It is quite true that a large number of cranes are submitted to a rigorous inspection, but also equally true that a greater number are purchased without any supervision whatever, and until this state of affairs is altered there is little prospect of any decrease in the number of accidents.

The obvious conclusion is that either some form of general inspection should be enforced which would put a stop to the use of cranes totally unsuited to stand the conditions of working for which they are required, or the responsibility should be placed upon the manufacturer or user in such a way as to effect the same desirable result.

It is probably superfluous to suggest the advisability of employing a competent driver. Who has not heard of the driver who, on return to work after an enforced period in hospital following a drive over the end of the gantry on a new crane, "I thought you assured me you knew all about cranes and could drive them?" "Yes, governor; but we were both sucked in!"

THE OPENING OF THE TRADE UNION CONGRESS.

THE Presidential address at the Trade Union Congress was pacific and contained nothing of a startling nature. Its most interesting feature was the statistics as to trade unionism in the world. Denmark heads the list with 30 per cent. of the labouring population, Norway coming next with 26 per cent. Great Britain and Germany tie with 22 per cent. Holland has 20 per cent; Belgium, 14 per cent.; the United States, 10 per cent.; and France, 9 per cent.

The President attributed the success of the Congress to the political action it fostered, which, he asserted, made the labour vote a power. This, however, is a point upon which opinions are divided, and Congress has shown more zeal for political action than have many of the individual unions.

The Presidential address was in strong contrast with the excited utterances of some delegates on the subject of the Dublin riots. The address contained no observation upon these disturbances, although the President emphasised the importance of the right to free speech. All organised bodies must recognise that certain limitations have to be imposed on free speech, and that incitement to disorder and even to pillage cannot either be tolerated or be advantageous to any cause.

The Congress will lose influence and waste its opportunities if it yields to the temporary excitement of certain extremists.

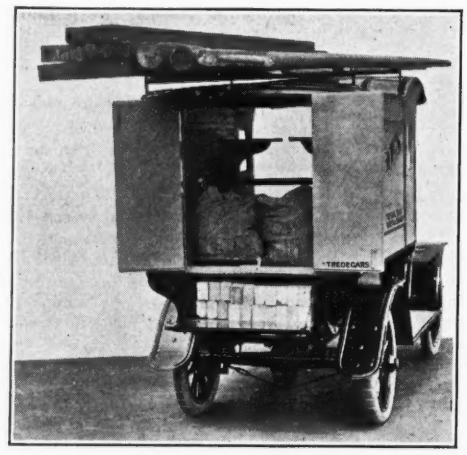
OFFICES, HIGH HOLBORN, W.C.

Mr. M. E. Collins, F.R.I.B.A., Old Broad-street, E.C., is the architect of the extensive block of offices in course of erection at 296-302, High Holborn, W.C. The contractors are the General Building Company, 45, Chandos-street, Covent-garden, and Diespekers' Patent "Big Span" fireproof flooring will be used. The Portland stone comes from the Barnes Quarries, and Mr. G. Hawkings, Goldhawk-road, Shepherd's Bush, is responsible for the architectural carving. The tiling and mosaic work is by Messrs. W. B. Simpson & Sons, 97, St. Martin's-lane, W.C., and the central heating by Messrs. Hayward Brothers & Eckstein, Ltd.

MOTOR CARTAGE FOR THE BUILDING TRADE.

FOLLOWING the article under this heading which appeared in our issue of the 8th ult., it will doubtless be of general interest to know that the motor body and van builder is applying his attention to vans and carts of suitable types for the building and allied trades.

Apart from the heavy duty wagon with a capacity of over 2 tons, the principal features of an ideal motor-van, which would be of the most utility for this class of work, would appear to be a moderately fast and powerful chassis



with a van body of substantial but not too heavy construction, and arranged for the transport and rapid loading and unloading of cement, ballast, timber, ladders, etc. The London Improved Motor Coach Builders, Ltd., have recently placed upon the market such a combination in the Belgravia Hillman Van, which should be a very serviceable vehicle.

The illustration given shows the use of this van in the method of carrying lengthy articles such as ladders, scaffolding, etc., and provision is made upon the roof of two rollers for their easy handling. Below, and to the left of the driver's seat, space is left for a ladder to pass through (also upon rollers arranged at each end of the van) to the back of the van, the corresponding door at the rear being left open. A well lined with sheet metal is arranged in the base of van body, which, with the extension piece fitted above the hinged flap, permits a load equivalent to the capacity of a dobbin-cart to be carried, in cement, ballast, etc. Above, and upon either side of the interior of the van, are arranged two shelves for light articles, *e.g.*, tools, fittings, etc., hinged so that when not in use they may be let down to allow more bulky articles to be packed. The van shown was supplied to the order of Messrs. Tredegar & Co., of 53, Victoria-street, for their decorating and electrical departments.

With regard to the chassis, this is the 10-h.p. type Hillman, a chassis which has proved to be eminently suitable for this class of work. The power plant is of original design, and with the chassis constructed to withstand the roughest usage, to give long service and minimum of repair bills.

As regards the running costs, under ordinary working conditions, the cost per mile, including petrol oil, tyres, driver, insurance, and maintenance, amounts to 4s. 1d. per mile, based upon a mileage of 300 miles per week. The price of the car, complete as detailed above, ranges from £240, and many well-known firms, we understand, have found that they have saved such initial cost in less than a year's working. Although the above combination is offered as one of their first-class productions, other chassis can be supplied by the Belgravia Factory, such as the Belside, if customers prefer.

WAGES IN THE BUILDING TRADE.

ASHTON, STALYBRIDGE, AND HYDE.—A Conciliation Board was called to meet the bricklayers with respect to their claim that all bricklayers should receive travelling expenses whether started on the job or not. The decision was against the men, but the bricklayers of the Stalybridge district gave notice that they would leave work on August 26 unless their demand was granted. They have now deferred the notice pending a further meeting of the Conciliation Board.

BARROW-IN-FURNESS.—A cessation of work, resulting in the stoppage of all trades, has taken place at Barrow owing to the plumbers refusing to go to arbitration on the points in dispute between them and the employers. The plumbers came out on strike over fourteen weeks ago for an increase in wages, and in consequence it has been found impossible to keep the other trades employed on various cottage and other property in course of erection. It is estimated that some £20,000 to £30,000 of this class of work is being held up through the strike.

CHATHAM.—The carpenters and joiners in this district have given notice to their employers for 1d. per hour increase in wages.

GOOLE.—The strike of bricklayers has been brought to an end, the employers granting the demand of the men for ½d. per hour increase in wages (8½d. to 9d.). The bricklayers' labourers have given notice for ½d. per hour advance, which the employers decline to give.

HARTLEPOOL.—By a decision of the Conciliation Board the labourers have been given ½d. per hour advance in wages as from September 1. On and after that date the rate for masons' and bricklayers' labourers will be 7d. per hour, and for plasterers' labourers 7½d. per hour.

MANCHESTER.—Messrs. Heyworth, plumbers, have had all their men withdrawn owing to a dispute between the plumbers and the hot-water engineers employed at the new asylum, Whalley.

MIDDLESBROUGH.—The Conciliation Board has granted an advance of ½d. per hour to the masons', bricklayers', and plasterers' labourers as from September 1. On and after that date the rate for masons' and bricklayers' labourers will be 7d. per hour, and for plasterers' labourers 7½d. per hour.

PONTYPOOL.—The operatives in this district have gone out on strike for an increase in wages without giving proper notice to the employers.

STOCKTON-ON-TEES.—The Conciliation Board has granted advances of ½d. per hour to the masons' and bricklayers' labourers (6½d. to 7d.) and the plasterers' labourers (7d. to 7½d.) as from September 1.

RUBBER PAVING EXPERIMENT.

IN the *Indiarubber Journal* an account is given of a rubber paving experiment now being caried out in the New Kent-road, which has been invented by Mr. Dessau.

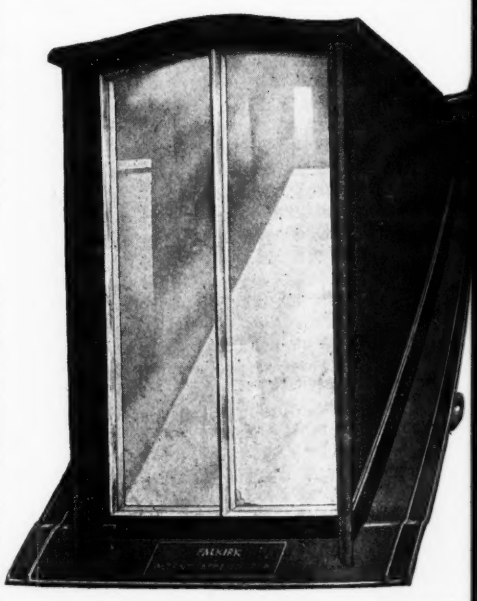
Difficulties arising out of the varying camber of roads have been carefully considered in the new system and provided for.

It consists of rubber-capped wood blocks, the rubber being keyed into the wood. The heaviest expense of wood paving is the concrete foundation, which when subjected to continual pounding from the blocks is destroyed. The wood blocks also become saturated and expand, and shrink again in drying. By the new system it is claimed that this is obviated, as the wood blocks are embedded in an ordinary asphalt grouting, and the rubber caps prevent any moisture penetrating into the blocks, or atmospheric changes affecting them. Rubber keys can also be used between the blocks, giving a continuous rubber surface.

The paving is laid under the supervision of Mr. Dessau, and the Leyland and Birmingham Rubber Company supplied the rubber. Patents have been applied for.

THE RAMSAY TAYLOR PATENT DORMER CASEMENT WINDOW.

THE illustration shows a Dormer casement window, which has been designed and patented by Mr. H. Ramsay Taylor, F.R.I.B.A., of Messrs. Cousin, Ormiston. & Taylor, architects, Edinburgh, for the special purpose of providing for workmen's houses and estate cottages a cheap form of dormer window which can be placed on



Ramsay Taylor Patent Dormer Casement Window.

a roof as easily as an ordinary skylight, and which would give all the advantages of light, air, and appearance of a dormer window at a fraction of the cost.

This provides a new class of roof light, which is made of cast-iron and fixed in the same manner as a roof light, the slates or tiles going over the top and sides and under the bottom frame, no plumber or other work being required.

They are made in two sizes, 16 in. by 25 in. and 32 in. by 25 in., as single and double dormer windows, and fitted with casement sashes hinged at the sides and opening outwards, with regulating quadrants, and form strong, durable, and perfectly watertight dormer windows.

WORKING RULES FOR PLUMBERS.

NEGOTIATIONS have been carried on for some months between the Associated Master Plumbers and the United Operative Plumbers' and Domestic Engineers' Association, with a view to settling a new set of working rules for plumbers in the London district.

A meeting of Master Plumbers (convened by the Associated Master Plumbers) was held at the Great Eastern Hotel, Bishopsgate, London, E.C., on the 19th ult., at which the new rules, which had been provisionally agreed by the representatives of the masters and the operatives, were submitted and approved.

The new working rules have now been finally agreed as from the 22nd ult., and they provide for an increase of ½d. an hour from the date of the agreement, and a further ½d. an hour to be paid on the last Monday in October, 1913.

PROPOSED NEW BUILDINGS AND OTHER WORKS.*

IN these lists care is taken to ensure the accuracy of the information given, but it may occasionally happen that, owing to building owners taking the responsibility of commencing work before plans are finally approved by the local authorities, "proposed" works, at the time of publication, have been actually commenced. Abbreviations:—T.C. for Town Council; U.D.C. for Urban District Council; R.D.C. for Rural District Council; E.C. for Education Committee; L.G.B. for Local Government Board; B.G. for Board of Guardians; L.C.C. for London County Council; B.C. for Borough Council; and P.C. for Parish Council.

APPLEBY.—The Surveyor has been instructed to prepare plans for new tanks at the sewage works.

Aspatria.—Sketch plans of proposed new workmen's dwellings for the U.D.C., prepared by Mr. G. Armstrong, architect, have been approved.

Atherstone.—Plans passed by R.D.C.:—Cottage, near Coton Barn, Polesworth, for the Warwickshire C.C.; house and shop, Fairfield's-hill, Polesworth, for Mr. T. Ward; workshop and stable, Dordon, for Mr. J. Cook; two houses, Coleshill-road, Atherstone, for Mr. S. Beck.

Ballinasloe.—The District Asylum Committee have applied to the Board of Works for a loan of £4,000 for an extension of the hospital.

Bingley.—Plans passed by U.D.C.:—Additions to Greenhill House, Bingley, for Mr. J. H. Robinson; conversion of four back-to-back houses off Slenningford-road, Bingley, into two through houses for Mr. Joseph Foster; two combined houses and shops and two lock-up shops off Slenningford-road for Mr. Joseph Wright; stable and cart-shed near Nethermoor View, Bingley, for Mr. E. G. Alderton; conversion of property in Dubb-lane, Bingley, into lock-up shops, workshops, etc., for Mr. George Fox. The L.G.B. have held an inquiry into the application of the U.D.C. to borrow £7,000 for the provision of an electricity sub-station, together with transforming machinery and cables and mains for distribution.

Bisham.—The U.D.C. have passed plans of the Hydro, Norbreck, for the Cliffs and Norbreck Hydro Company, Ltd.

Blackpool.—Plans passed:—Mr. W. F. Neville, house and shop, Warbreck Hill-road; Mr. James Gregson, four houses, Gainsborough-road; Mr. William Bailey, four houses, Manor-road; Mr. Hodgson, eight houses, St. Paul's-road; Mr. James Carter, two houses, Leamington-road; Mr. James Marsh, two semi-detached houses, Vernon-avenue; Mr. Thomas Fenton, pair semi-detached houses, Kingsway; Mr. James Harris, pair villas, Manor-road; Mr. R. Dickinson, two semi-detached villas, Argyle-road; Mr. J. Edmundson, four houses and shops, Whitegate-drive; Mr. H. Layfield, alterations to house, Highbury-avenue; Mr. S. O. Taylor, alterations and additions to Howard House, Raikes-parade; Governors of Victoria Schools, alterations to schools, Tyldesley-road; Mr. F. T. Pennington, alterations and additions to Arnold House School, Lytham-road; Miss Smallpage, addition of cloakroom at High School, Lytham-road; Mr. James Eaves, two houses, Cecil-street; Mr. J. Garside, pair houses, Lynwood-avenue; Blackpool Corporation, electric sub-station, Talbot-square.

Bootle.—The R.D.C. have passed plans for the erection of a gas plant house at the Seascale Golf Club, and for further structural alterations to Rose Bank Villa and Whingarth, Seascale.

Bridlington.—The T.C. have appointed a committee to inquire into a proposed development scheme to include the sea-wall extension and the construction of a marine drive and a 35-acre lake, to be carried out in fifteen years, at an estimated cost of £300,000, in stages of £20,000 per year. The Council have also decided forthwith to spend £50,000 on the extension of the Prince's-parade, and the erection of a floral pavilion, the scheme to be prepared by Mr. Matthews, the Borough Engineer.

Bristol.—The Anglo-American Petroleum Company have leased 10 acres of land from the Docks Committee for storage. The proposals include the construction of a berth and subsidiary works to accommodate petroleum vessels. Permission has been given to the Imperial Tobacco Company to construct a ferro-concrete wall on the quay wall at Redcliff Backs in connection with a proposed coal store.

Brixworth.—Plans have been approved for a station-master's house at the new Church Brampton Station.

Burnley.—Preliminary plans of the proposed new elementary schools in Cuthbert and Lionel streets have been forwarded to the Board of Education for inspection.

Buxton.—A sum of £4,600 is to be spent on improving the baths near the Pump-room.

Camborne.—Plans passed:—House at Albert-row for Mrs. Bray, and for an addition to a house at Knave-go-by for Mr. T. Richards.

Chelmsford.—The T.C. are seeking a loan of £6,575 for laying wood block pavement in several roads.

Chester-le-Street.—Drill-hall, etc., for Territorials.

Chippenham.—House in Marshfield-road for Mr. Tanner.

Christchurch.—The L.G.B. have suggested to the B.G. that they should submit sketch plans of any buildings proposed to be erected as cottage homes. The T.C. have approved of plan for two houses in Avenue-road, deposited by Messrs. F. Hoare & Sons.

Cirencester.—The U.D.C. have passed the following plans:—Lodge at The Querns by Earl Bathurst; house at The Querns by the Hon. E. H. Pierrepont; cowsheds at The Cranhams by the Hon. A. B. Bathurst, M.P.; six houses in Purley-road by Mr. Wilkins.

Cobham.—Four houses in Rothes-road for Messrs. L. & F. Pledge.

Crediton.—The L.G.B. have sanctioned the borrowing of £8,550 for the purchase of Lord's Meadow in connection with the sewage-disposal scheme.

Erpingham.—The L.G.B. will hold an inquiry into the application of the R.D.C. to borrow £350 for land on which to erect workmen's dwellings in West Beckham.

Exeter.—A project is being considered for an extension of the county buildings in the Castle Yard.

Foleshill.—Plans passed by R.D.C.:—Eight houses for Mr. Jos. Wilson at Wood-street, Collycroft; two houses for Mr. J. G. Gray, Penny Park-lane, Keresley; one house, Mr. A. Briggs, Benthall-road, Foleshill; alteration to Royal Oak, Exhall, for Messrs. Robinson's Brewery, Exhall; house and shop for Mr. J. Stafford, Longford; additions to house for Mr. Harris, Woodshire's Green, Exhall.

Frodingham.—The U.D.C. have decided to approach Earl Beauchamp with regard to the price of land for a Council depôt fire-station and public baths. A site of 4,000 sq. yds. will be required.

Garstang.—Plans have been submitted for the new Sunday-school proposed to be erected in connection with the Pilling Wesleyan Church.

Glasgow.—The Dean of Guild Court have granted the following applications:—St. David's Parish Church, Rosevale-street, Partick, to erect church halls and rooms in Rosevale-street; Messrs. Wallace, Scott, & Co., Ltd., 27, Cadogan-street, to erect a bridge and retaining wall at Dochart-street, Cathcart; Parkhead Cross Picture House, Ltd., 173, St. Vincent-street, to erect a picture and variety theatre and sheds at 1,313 to 1,323, Duke-street; Messrs. T. I. Birkin & Co., lace manufacturers, Baltic-street, and Sir Thomas Isaac Birkin, Bart., to make alterations and additions in Baltic-street, Bridgeton; Dr Hugh Walker, Rose Cottage, Shawlands, to make alterations and additions at 93 to 105, Main-street, Pollokshaws; the Corporation of Glasgow, to alter office in Paton-street and Dalhousie Tramway Depôt in Scott-street; Mr. George C. Trainer, metal merchant, to erect an extension to the workshop buildings and a chimney-stalk at 172 to 174 Main-street, Corbals.

Halifax.—Extensions and improvements at Heath Grammar School (£1,500). Messrs. R. Horsfall & Son, architects. Picture palace for Mr. T. Job.

Havant.—The L.G.B. have given permission to the Council to borrow £1,000 for works of sewerage on the Spring Lawn Estate.

Hayes.—The U.D.C. have passed the following plans:—Twelve houses, High-road, Messrs. Salter & Beale; twelve houses, Silverdale-road, Mr. H. Tilling; additions to Music Roll Factory, Aeolian Company.

Hinckley.—The Isolation Hospital Committee have instructed the architect to prepare the specifications, etc., and to invite tenders for carrying out the works in connection with the new hospital.

Hoddesdon.—Plans of six new houses in Rye-road for Mr. W. J. King have been approved.

Honley.—Extension at Neiley Mills for Messrs. Allen Thornton.

Inverness.—Isolation hospital of forty beds for the T.C.

Knightsbridge.—Mr. James Charlton Humphreys has granted a lease for eighty years to Messrs. Harrods, Ltd., of about 2 acres of his Knightsbridge estate. By the acquisition of certain premises in Brompton-road Messrs. Harrods, Ltd., will establish direct communication with their new area by means of an arcade, on the street level, opposite the western end of their premises in the main road, and a subway will also be provided to connect the properties. This subway is being made by Messrs. J. Mowlem & Co., Ltd.; the new buildings, the first portion of which is estimated to cost about £150,000, are to be erected by Mr. James Carmichael, and the foundations have been begun.

Leeds.—The premises occupied by the Brudenell-road Social and Recreation Club are to be converted into a picture-house.

Leek.—The R.D.C. have passed plans for fifty-seven houses, proposed to be erected by Mr. Thomas Goodwin in Kniveden-lane and The Mount, near Leek, in the parish of Lowe.

Linthwaite.—The L.G.B. have held an inquiry, on the application by the U.D.C., for sanction to borrow £625 for street improvement at Bargate and Chapel-hill.

Littlemore.—Plans have been passed for additions at Hare Hill Mill for the Co-operative Wholesale Society.

Longridge.—Laundry on site of 130A, Preston-road.

Macclesfield.—The T.C. propose new water-works, including new filter-house, etc.

Manchester.—The acquisition of large areas of land on the Trafford Park Estate by Messrs. Guinness and the British Mannesman Steel Company is being followed by other companies. The Co-operative Wholesale Society has bought 5 acres on the Barton side of the estate for a foodstuffs factory. The Nitrogen Products and Carbide Company, which possesses large works in Norway, has chosen a site of 8 acres in the park for the erection of new works, and an American undertaking, the Xylos Rubber Company, has taken up between 2 and 3 acres for a North of England establishment. It is stated that the Ford Motor Company has acquired the Trafford Park Wood Works—which manufactures motor-car bodies—and contemplates important developments in the near future. The T.C. propose spending £1,000,000 on a new city hall.

Margate.—Important schemes, rendered necessary by the great increase in the railway traffic, are being considered by the directors of the South-Eastern and Chatham Railway. A new railway station for the Cliftonville district is projected.

Marylebone.—The Home Office authorities have decided to pull down the present Marylebone Police-court, at Seymour-place, Marylebone, and erect an entirely new building on the present site.

Meriden.—The R.D.C. have passed the following plans:—Pair of cottages, Curdworth, Mr. W. Cooper; alternative pair of cottages; additions to cottages, Mr. G. Fowler, Coleshill; additions to school, Marston Green Home, Guardians, Birmingham Union; pair of cottages, Nether Whitacre, Miss Barker; dwelling-house, Berkswell, Mr. C. Hope; cottage, Allesley, Mr. J. French; turnstile house, Castle Bromwich, Birmingham Racecourse Company.

Nelson.—The T.C. have decided to apply to the L.G.B. for sanction to borrow £20,000 for the provision of public abattoirs.

Newcastle-on-Tyne.—The plans of the Sutton Trustees have been approved for the erection of model dwellings. The Trustees proposed to erect four rows of tenemented buildings, with an open space 50 ft. wide between the rows to be laid out as gardens; also with ground for drying clothes at the back of the premises. The blocks will consist of three-story buildings; the majority of the tenements will consist of two rooms, scullery, and yards. The number of tenements to be placed on the area is 132.

Nuneaton.—Plans passed by T.C.:—Six houses, Earls-road, for Messrs. Wheatley & Parton; two houses, Camp Hill-road, for Mr. W. H. Parker; six houses, Marlborough-road, for Messrs. H. & F. Watkins; additions to vestry, Church-street, for the Churchwardens of St. Nicholas Church; testing chamber and amended drainage plan, Coton-road Manual and Cookery Centre, for the Nuneaton Education Committee; addition to house and shop, Queen's-road, for Messrs. T. Cooper & Co.; three houses, Earls-road, for Mr. Woodhead; two houses, Coventry-road, for Mrs. Towe and Mr. Spencer; addition to premises, Tunnel-road, Galley Common, for Mr. W. Croshaw.

Penwortham.—The L.G.B. have held an inquiry respecting the application of the Preston R.D.C. for sanction to borrow £6,800 for purposes of sewerage and sewage disposal for Penwortham.

Pershore.—The R.D.C propose building four workmen's houses at Peopleton.

Peterborough.—Plans have been approved for new houses in Mayors' Walk, Allen-road, and Walpole-street.

Plymouth.—The Works Committee of the T.C. have approved estate plans for the extension of Alvington-road, Lipson Vale, and the laying-out of eighteen building sites in Arlington-road and Elm-lane; and amended plans for a cinematograph theatre at 56 and 58, Mutley-plain. The L.G.B. have sanctioned the borrowing of £8,000 for the widening of Weston Park-road.

Portsmouth.—Arrangements are now complete for making an early start with the building of the two new churches in the huge parish of St. Mark's, North End, Portsmouth, which has a population of about 33,000 people. One church, that of the Ascension, will be in Stubbington-avenue, and the other will be in Twyford-avenue. For both Mr. A. E. Cogswell is the architect, and Mr. S. Salter the builder.

Preston.—The B.G. have forwarded an estimate of £4,569 12s. 4d. for the erection of the new nurses' home at Fulwood to the L.G.B. for approval. The R.D.C. have forwarded a scheme for the sewerage of Longton and Little Hoole to the L.G.B., the estimated cost of which is £11,554.

* See also our list of Competitions, Contracts, etc., on another page.

Rawtenstall.—Mr. Carnegie has promised £1,200 towards the extension of the library.

Rochdale.—The Paving Committee have approved plans for a number of new cottages on the Castleton Hall Estate.

St. Helens (Isle of Wight).—Additions to West Bank, Priory Bay, Seaview, for Mrs McGachen.

Selby.—A large Sheffield firm is making inquiry for a considerable site in the Barlow district. Another firm is negotiating for the purchase of a site at Barlby, on the East Riding side. Messrs. Joseph Watson & Co. propose erecting a jetty on the bank of the Ouse, opposite their new factory.

Selkirk.—A start has been made with the workmen's houses being built by Mr. G. D. Gibson on garden city lines.

Sevenoaks.—The L.G.B. have sanctioned a loan of £1,400 for the erection of houses at Chiddingstone.

Shildon.—The U.D.C. have passed plans for a new entertainment hall in connection with the parish of St. John, Shildon. The hall will measure 44 ft. by 22 ft. 10 in.

Southend.—The L.G.B. has held an inquiry into the applications of the T.C. to borrow £1,100 for the construction of a storm-water outfall for the Thorpe Hall and Wick Estates; £1,100 for works of storm-water drainage in the Hadleigh main road area; £2,100 for the purchase of land in Southchurch-road for various purposes; £288 in connection with the widening of that road in the vicinity of Porter's Grange; £18,600 in respect of the widening and improvement of the Western Esplanade; and £4,113 for purposes of street improvement in Old Leigh-road, Burdett-road, and Hamlet Court-road.

Southmolton.—The R.D.C. are applying to the L.G.B. for a loan of £600 for supplying water to the village of Bishopsnympton.

Stoke-on-Trent.—Further extension of nurses' home for B.G.

Studland.—The R.D.C. propose borrowing £2,400 for the land and building twelve workmen's dwellings.

Sunderland.—Alterations at Diamond-road School; alterations at Simpson-street School; and extensions at Hendon Infants' School for E.C.

Tarbrax.—Pumpherston Oil Company are erecting several new blocks of workmen's houses at Tarbrax, to accommodate the increased number of workmen required at the pits and mines. They are also preparing to erect over a hundred new houses at Seafield for the accommodation of their miners at Breich pits and Seafield works.

Thorpeness.—The Seaside Bungalows, Ltd., contemplate erecting about fifty additional bungalows.

Tonbridge.—The R.D.C. have decided to erect four pairs of workmen's houses at Horsmonden and two fours and a pair at Brenchley.

Uxbridge.—The R.D.C. have approved plans for additions to Roseneath, Hillingdon Heath, and have also decided to get an option on land at Ickenham on which to erect four workmen's houses.

Wotton-under-Edge.—The P.C. have appointed Mr. V. A. Lawson, of Cirencester, as architect for the proposed scheme for working-class dwellings.

York.—It is proposed to erect a two-story building on the vacant piece of land in Lower Friargate, the lower or ground floor to be used for the Weights and Measures Department, and the upper floor providing five cubicles for the accommodation of fire brigade constables. There is also to be a recreation-room for the force, bath, lavatory, and other necessary accommodation provided. The estimated cost of the building is £2,500.

GENERAL BUILDING NEWS.

NEW CHURCH, MARBLE ARCH.

The Church of the Annunciation, Quebec-street and Bryanston-street, is being rebuilt from Mr. Walter Tapper's design, illustrated in the *Builder* last year. The contractors are Messrs. Chinchen & Co., Standard Works, Kensal Green. The stonework is supplied by the United Stone Firms, Ltd., Bristol, and the heating arrangements are by Messrs. C. P. Kinnell & Co., Ltd., Southwark.

IMPERIAL COLLEGE OF SCIENCE, W.

The new building for the Imperial College of Science and Technology, Prince Consort-road and Exhibition-road, South Kensington, is approaching completion from the design of Sir Aston Webb, C.B., R.A., and it is expected that the laboratories, etc., will be in use during the ensuing session. The general contractors are Messrs. Killby & Gayford, Ltd., Worship-street, E.C., and the steelwork is by Messrs. Matthew T. Shaw & Co., Ltd., Millwall.

UNIVERSITY OF LONDON, GOWER-STREET.

The well-known Gower-street frontage to University College, the work of Wilkins, will soon be hidden in the way indicated by the design of Professor F. M. Simpson, F.R.I.B.A., in the recent Royal Academy Exhibition. Parts are obscured already by the engineering workshop on one side, and on the other by the new School of Architecture, which will be ready for occupation in the forthcoming session. Here will be centred the work hitherto carried on at University College and at King's College, Strand. The contractors for the new building, which provides accommodation for 100 students, were Messrs. Perry & Co., Bow, who are now at work on an addition to it for the purposes of the Sculpture Department of the Slade School. When this is finished and the screen-porch is added the full elevation of the main University building within the quadrangle will scarcely be visible from the street. Chemistry buildings for the University are also in course of erection, with a frontage to Gower-place. Professor Simpson is the architect for this work also. Messrs. Dove Brothers, Ltd., Islington, are the general contractors, the steelwork is by Messrs. Dorman, Long, & Co., Middlesbrough, and the stone is from the quarries of the Bath Stone Firms.

COMPLETION OF BUSINESS PREMISES, REGENT-STREET.

For some years the completion of Messrs. Robinson & Cleaver's premises in Regent-street has been delayed, but, leases having fallen in, the work has been recommenced and the building will be ready for occupation by the spring. The architects are Messrs. Crickmay & Sons, 13, Victoria-street, S.W. The substructure is in the hands of Messrs. John Greenwood, Ltd., London Bridge, and the general contractors for the superstructure are Messrs. Prestige & Co., Ltd., Grosvenor-road, S.W. The steelwork will be by Messrs. H. Young & Co., Ltd., the Nine Elms Ironworks. The whole of the island site bounded by Regent-street, Beak-street, Kingly-street, and Chapel-court will be occupied by the premises now being erected. The corner feature at Regent-street and Beak-street will be repeated at the Chapel-court end, the red "Bon Accord" granite being obtained from Messrs. Fenning & Co., Ltd. The intermediate part of the building will be of grey granite at the base and of Portland stone above (the Bath and Portland Stone Firms, Ltd.). The present frontage of the building to Regent-street is about 40 ft.; ultimately it will be about 180 ft. The height to the parapet will be about 70 ft., as required by the Crown authorities.

A RIVERSIDE HOUSE, PIMLICO.

An unusual and interesting house is being erected on the Thames Embankment. Designed for an invalid, it is practically all on the ground floor. The owner will be driven into the garage at the Grosvenor-road entrance, and will pass into an open rectangular space, around which a river-room, a dining-room, chief bedroom, and servants'-rooms are arranged for convenience of access. A landing-stage will be provided for a motor-launch and from the open area, as well as from the river-room views of the Thames will be obtainable in comfort. The architects are Messrs. G. & A. Gilbert Scott, Gray's Inn-square, who will make a special feature of the decorations to the building.

HOTEL, BUCKINGHAM PALACE-ROAD, S.W.

Messrs. Gilbert & Constanduros, Finsbury-square, are the architects for the Hotel Rubens, now in course of construction in Buckingham Palace-road, opposite the Royal Mews. The general contractors are Messrs. Allen & Co., Westminster. The Portland stone is from the Barnes quarries, and Messrs. Waygood & Co., Ltd., are installing the lifts and the vacuum cleaners.

HOTEL, BAYSWATER, W.

Extensive additions are being made to the Coburg Court Hotel, Queen's-road and Bayswater-road. The architect is Mr. Delissa Joseph, F.R.I.B.A., Basinghall-street, E.C., and the general contractors are Messrs. Perry & Co., Ltd., Bow. The steelwork is by Messrs. Redpath, Brown, & Co., Ltd., East Greenwich. Waygood lifts and vacuum cleaners are being installed, and the heating apparatus is by Messrs. W. J. Burroughes & Sons, Holborn.

FLATS, ETC., MARBLE ARCH.

The site for the new buildings at the corner of Park-lane and Oxford-street is now being cleared by Messrs. H. Sabey & Co., Willesden-lane. The frontage to Oxford-street, consisting of an entertainment hall, will be begun at once, but the flats facing the Park will not be commenced until next year. The buildings will be set back to allow of road widening. Mr. F. T. Verity, F.R.I.B.A., Sackville-street, is the architect, and the steelwork will be done by the Aston Construction Company. The site is on the Grosvenor Estate.

MAUDSLEY HOSPITAL FOR THE MENTALLY DEFECTIVE.

The £30,000 which Dr. Henry Maudsley gave to the London County Council a few years ago is about to be applied to building purposes. A site has been secured on Denmark-hill, and clearing operations will be in progress shortly. Mr. W. C. Clifford Smith, M.Inst.C.E., Engineer to the Asylums Committee of the London County Council, is the architect, and the contract has been let to Messrs. Holliday & Greenwood, Ltd. Accommodation will be provided for 100 beds, with an outpatients' department and a school.

COLD STORE, SMITHFIELD.

A cold store for the Port of London Authority is being constructed in Charterhouse-street, Smithfield, E.C., under the direction of the Chief Engineer to the Authority, Mr. C. R. S. Kirkpatrick, M.Inst.C.E., the architect being Mr. T. H. Smith, Basinghall-street, E.C. The structure, entirely in reinforced concrete, has been designed by Messrs. Trollope & Colls, Ltd., 5, Coleman-street, E.C., who are the contractors for the building.

LONDON COUNTY HALL, S.W.

Several derricks have now been erected in connection with the new London County Council headquarters on the southern side of the Thames at Westminster Bridge, and the substructure to the building, for which Messrs. Charles Wall, Ltd., were the contractors, is practically completed. The contractors for the superstructure are Messrs. Holland, Hannen, & Cubitts, Ltd. Mr. Ralph Knott is acting with Mr. W. E. Riley, and the consulting engineers are Messrs. Whitaker, Hall, & Owen, Gresham-buildings, Basinghall-street, E.C.

ZOOLOGICAL GARDENS, REGENT'S PARK.

The Mappin Terraces in the Zoological Gardens, designed by Mr. J. Belcher, R.A., and Mr. J. J. Joass, A.R.I.B.A., are being erected by Messrs. D. G. Somerville & Co., Ltd., Victoria-street, S.W. A perspective view and a model were shown at the recent Royal Academy Exhibition.

SHOP AND OFFICES, LONDON BRIDGE, E.C.

Business premises for Messrs. Ridgways, Ltd., with offices over, are being built at 40-42, King William-street, near the Monument. Mr. C. W. Reeves, A.R.I.B.A., Gray's Inn-square, is the architect, and the general contractors are Messrs. C. F. Kearley, Ltd., Great Marlborough-street, W.

HOSTEL, WESTMINSTER, S.W.

A hostel for the London Diocesan Girls' Friendly Society is being erected in Francis-street, Westminster, from the designs of Mr. R. Stephen Ayling, F.R.I.B.A., Dartmouth-street, Queen Anne's-gate, S.W. Accommodation will be provided for about eighty girls and staff. The general contractors are Messrs. F. & H. F. Higgs, Hinton-road, Herne-hill, and the steelwork is by Messrs. Smith, Walker, & Co., Tothill-street, S.W. The carving is by Mr. H. C. Fehr. Messrs. Davis, Bennett, & Co., Horseferry-road, are the sanitary engineers; the electric light installation is by Messrs. Sunderland, Leo, & Co., Victoria-street; and the railings are by Messrs. Hardman, Powell, & Co., Haymarket.

OFFICES, GOLDEN-SQUARE, W.

The site has been cleared for new showrooms and offices to be known as Grafton House, 2 and 3, Golden-square, W., adjoining Upper James-street. The architect is Mr. R. H. Kerr, F.R.I.B.A., Great Marlborough-street, and the contract has been let to Messrs. C. F. Kearley, Ltd.

BUSINESS PREMISES, BISHOPSGATE, E.C.

The building by the late Mr. Norman Shaw in Bishopsgate-street is being extended for Messrs. Baring Brothers by Mr. Gerald C. Horsley, F.R.I.B.A., Gray's Inn-square. The general contractors are Messrs. Higgs & Hill, Ltd., Crown Works, South Lambeth-road, and the steelwork is by Messrs. Matthew T. Shaw & Co., Ltd., Millwall. The "Kleine" system of flooring has been adopted. Messrs. Farmer & Brindley, Ltd., Westminster Bridge-road, have supplied the marble, and the carving is by Mr. W. Aumonier, Tottenham Court-road. Messrs. Hope's casements have been fitted, and the electric light fittings are by Messrs. Belshaw & Co., Westminster.

TRADE NEWS.

The New Picture Theatre, Gorton, Manchester, is being supplied with Shorland's patent exhaust roof ventilators and special inlet ventilating panels, by Messrs. E. H. Shorland & Brother, Ltd., of Failsworth, Manchester. The St. Bartholomew's Hospital, London, is being supplied with Shorland's warm-air ventilating patent Manchester stoves by the same firm.

Under the direction of Messrs. Edward Snewin & Son, surveyors, Worthing, the "Boyle" system of ventilation (natural), embracing Boyle's latest patent "air-pump" ventilators and air-inlets, has been applied to Broadwater School, Worthing. The same system has also been applied to the Hall, Agheda, Co. Cork.

We understand on the most reliable authority that the statement made to the effect that the non-unionists employed by Messrs. Holloway Bros. have taken out tickets is wholly incorrect and contrary to the facts.

THE PARTHENON.*

THE completion of such an enterprise as this portfolio proves itself to be is really more important to architects than any contemporary achievement in the way of building. So entire and intimate presentment of a temple that assuredly reached one kind of perfection must convey great ideas to those who adequately ponder it, stirring the imagination to realise what great architecture is, and what are the conditions that make it possible. Fit students of this work will certainly crave for no dead imitation of the pillared and sculptured place so expressive of a time, a country, and a race most unlike our own. But the noble pulses of its impassioned quietude, the secrets of its comprehension, still to be felt and read, though Mahometan and Christian in contest passed that way, will communicate how necessary is the interaction of an immediate conception of proudly-ordered national life with an ascendant tradition to the builder who would house the activities or the gods of a State.

M. Collignon has attuned his introduction, his scholarly account, and his finely-written conclusion to the remarkable series of plates. These cannot be too highly praised; the work of M. Boissonnas (photographs of the remains as they stand) in particular, revealing the exquisite and dramatic conspiracies of sun and shadow with all this ruined beauty, shows what surprising triumphs photography can obtain within its legitimate borders. As for M. Collignon, he can truly claim, while rendering honourable homage to his predecessors, that his work is necessary and, at present, unique. Seldom do patience and passion confer so closely in a labour of delight; and the intimate correlation of the sculpture and the architecture has a peculiar value, for the famous figures of gods and humanity are too often dissociated in the mind from that organism from which they drew half their vitality.

In his writing M. Collignon combines lucidity and precision with an imaginative sympathy not often companionable with these qualities. He does not disdain the impressions of Renan and Flaubert in his interpretation of the spirit of the Parthenon, for in France artists and scholars still remember the great Renaissance way of being familiar with arts other than their own. But all technical matters receive animated attention, so that information concerning the early history of the Acropolis and the conditions of the Periclean era, problems of lighting and correction of optical illusion, hypotheses as to the grouping of the pediments, the nature of the coloration employed, and many other matters, may easily be found here, till, for the careful student, the supreme temple and treasury of Athens stands high again, in its pride of place, builded of pure Pentelic marble, the lovely lines of its entablature defined in the dazzling air by grounds and patterns of blue and red and hinted gold, wearing the mythos of spiritual struggle and triumph for its imagery, while the gold-and-ivory figure of Athena—armed, sumptuous, superb—gleams in the muted light of the cella.

Indeed, these noble plates and their wise commentary will go much farther to illuminate the student's mind than the dull models and dry formulæ of the classrooms, will kindle more than meditations where the Elgin marbles—mutilated, forlorn, out of focus, out of tune—must sicken in the curiously grey light of the British Museum, more perhaps than a comparatively brief meeting with the ruin itself, except in a miracle of fortunate conditions. Here we divine the temple of the spirit we call Hellenic, civic in its attitude, reconciling in its temper, so different from the mysterious halls of Karnak and Abydos, with their inaccessible gods and their intensely sacerdotal rituals, from the Babylonian Ziggurats, fain to soar, but heavily bound to the earth and its ambiguous life-principle, from the emphatic abodes of the Roman State-religion, in which the individual need was ignored, from the ecstatic and imploring cathedrals of "Gothic" Christianity. There it remains, assured yet ethereal, a place for thanksgiving and praise for a gracious life in a gracious city, the last word in delicate pride and a kind of Elysian charm in building.

The last word! And so, like all final expressions, it has become one of the criteria of art, and, ageing like all criteria, it has been hackneyed, slurred over, degraded into a superstition, relegated to the listless limbo of the mind with matters so unlike as Shakespeare and the Bible, as a thing inevitably and boringly and unthinkingly accepted as supreme in its way. More than that, it shares in the average man's notion of Athens and Greece, the "classic" generally, as a stately, correct, dispassionate, and lifeless affair, into which the rich, strange, troubled spirit we call "romantic" can never enter. But there is "romance" in the Odyssey, in the agitated, morbid beauty of the Sapphic fragments, in some of the interludes of the Platonic dialogues, in the Dionysian myth, the Eleusinian mysteries, the dreamy Praxitelean type, and in many of the intensely mournful chords of the anthology. Those august, definite, indifferent Olympians in the pediments of the Parthenon have been evolved from powers—obscure, grotesque, and terrible—well known to the student of comparative mythology and alive still in the sub-consciousness of the ranks of the Panathenaic frieze. But the "shaping spirit" of the Athenian imagination has conquered all these forces without denying their right to exist, since they are the ultimate stuff of life. The Parthenon is no "splendidly null" image of perfection. Sincere, tender, delicately agitated by all its calculated irregularity and by the Ionian sweetness that penetrates its Doric austerity, as well as noble and victorious, the temple is a recognition of the fruitful struggle between the chthonic, merely passionate and riotous powers with the imaginative intellect, a struggle related in many a myth of battle with Titan and Amazon. It is an expression in stone of Plato's vision of the victorious charioteer guiding the cloudy and the radiant steeds of the soul to "the flashing beauty of the beloved." With all its serene austerity of design and its justness of ornament, in the combats of the metopes, the rebellious chargers of the rider's frieze, the Medusa heads on the vanished door of honour, the symbols borne by the goddess herself, a clear recollection sounds of that subsumed but vital past of strange and monstrous gods, from which this wonder of heroic beauty uprose. It is endlessly interesting to compare a great Gothic cathedral in its similar confession, finding triumph so differently, all the vertical lines of its flight and escape Heavenward expressing the dualism of soul and body, which was the solution of mediæval Christianity. The horizontal parallelisms of the Greek temple serenely accept the basis of dark, primeval things from which may spring the fluted pillars bearing rejoicing entablature and pediments of heavenly pride.

This portfolio, then, presents the image of a great civilisation, the temple of a city with a sensibility to beauty unapproached, except perhaps by Medicean Florence. But it was a city State which was the garden of the individual. So, if the temple as a whole celebrates the glory of Athens, the processional frieze, in more intimate low relief and softer light, tells like an undersong the perfection of the Athenian, of youth and age, in those successions of proud riders, of elect maidens in straight, pure raiment, of grave elders and priests that go up to honour the armed yet olive-bearing Wisdom that sprang from the godhead.

One must repeat, this presentation of the Parthenon is invaluable to architects, not as a dead, dumb thing to be copied, but as a constant reminder that certain conditions are necessary to their craft. The perfections of such a building would have been useless for a people which had not developed an æsthetic sensibility and contrived the leisure to enjoy it. Architecture so triumphant is not possible to us till we become recivilised. Other arts can exist, however feebly, on the sympathy of that apostolic succession of the elect which never entirely fails. But architecture, like drama, needs the co-operation at least of a class, at best, of a people. It was not Pericles, nor Ictinus, nor Pheidias, who made the Parthenon; Athens herself compelled those absolute proportions, those lovely rhythms, those exquisite irregularities, and that flawless craftsmanship. We cannot have a Parthenon, for we are not Athenians, being altogether ignorant of their æsthetic disciplines, or of the vital ecstasy they chose to discipline, or of any burning desire for the costly redemption of a city from squalor and disgrace. We cannot have a Pantheon or a Nîmes temple, for the Romans had superb confidence, the sense of law, and a pride in creating indestructible monuments of their power. We have not the mediæval intensity of love or of hate, nor the Italian Renaissance rapture of individualism, nor the aristocratic hedonism of the Renaissance in France—for all these found expression in buildings imperishable in tradition even if time betray them. We are not spirited enough to be Baroque or Rococo; we have not even the eighteenth-century fanaticism for the reasonable, the well-bred, the consciously correct and graceful, which gave us so many buildings of peculiar charm. Neither sentimentality, nor braggadocio, nor even earnestness will bring us an architecture; we need an actual faith and pride and sincerity, with some conviction that wealth is not an end in itself. So, at least, the Parthenon seems to say, despoiled, defaced, violated, yet wearing an immortal grace, an immortal youth, the crown of a city for whose love her children were ready to pour both their blood and their gold.

It is best to take leave of the subject of this admirable book with the words of M. Collignon himself:—"If you would see the noble ruin veiled with the most delicate charm you must await the hour that painters love, when the sun begins to sink and the shadows lengthen out, not so keen in outline, more subtle in colour. Upon the violet slopes of Hymettus the folds of soil assume tones of deep and velvety lilac. Twilight already falls upon the white city and the olive wood, where silver lights disturb the pale green, while the outline of the Parnesian hill becomes more definite, and towards the sunset Aegina and Salamis lie at rest like gems of amethyst upon the glittering sea. Soon grey and chilly shadows invade the lifted level of the Acropolis. But the temple still conquers the growing gloom, gilded by the fading light, which seems to invest its brows with a glory. Upon the sacred rock, strewn with broken beauty, the Parthenon shines with indestructible splendour. The soul of ancient Greece, one feels, is there, immanent and immortal."

* *Le Parthénon.* Introduction par MAXIME COLLIGNON, Membre de l'Institute, Professeur à l'Université de Paris. Photographies de Frédéric Boissonnas et W. A. Mansell & Co. (Paris: Librairie Centrale d'Art et de l'Architecture, Ancienne Maison Morel, Ch. Eggimann, Succr., 106, Boulevard Saint-Germain.) A specific account of this work will be found in our columns under date October 18, 1912, p. 437.

DESIGN FOR A PULVINATED FRIEZE FOR A FIREPLACE.

THIS treatment was an attempt to obtain a measure of freedom in what would be a rich spot of ornament in a more or less severe architectural setting, and to express the purpose of the building, viz., a military club.

Upon the key block are grouped a shield, dagger, and helmet, as emblems of war,

Cast Awarded Silver Medal and Prize for Modelled Design, R.A. Schools, 1911, by Mr. T. P. Bennett.

intertwined with the bay leaves of fame. The frieze consists of flags with spear-heads, with the bay leaf again introduced treated in a semi-conventional manner.

The shaft of one flag crosses over to the opposite side of the key block, and the haft of the corresponding flag from the far side shows underneath the flag upon the side modelled.

The angle is sharply defined by a branch of palm, emblematic of victory.

The light and shade received careful consideration. The frieze itself shows a strong contrast of high lights and deep shadows, while the key-block, having a treatment in low relief, is highly lighted and therefore brought forward from the frieze, allowing the flag shafts to pass from side to side.

The deep shadow of the overhanging shelf and the half-tones of reflected light upon the acanthus leaves form a binding force to bring the whole together. The original cast is about 5 ft. over all.

RARE MARBLES IN WESTMINSTER CATHEDRAL.

No building in London possesses such a wealth and variety of beautiful and rare marbles as that of Westminster Cathedral. There are marbles in it brought from all parts of the world, from Egypt, Tunis, and Algeria; from France, Italy, and Greece; Spain, Switzerland, and elsewhere. Some of these marbles have been recognised for centuries as being the most beautiful of their kind; in fact, several of the ancient Greek and Roman quarries have been reopened and worked again for the special purpose of decorating this Cathedral.

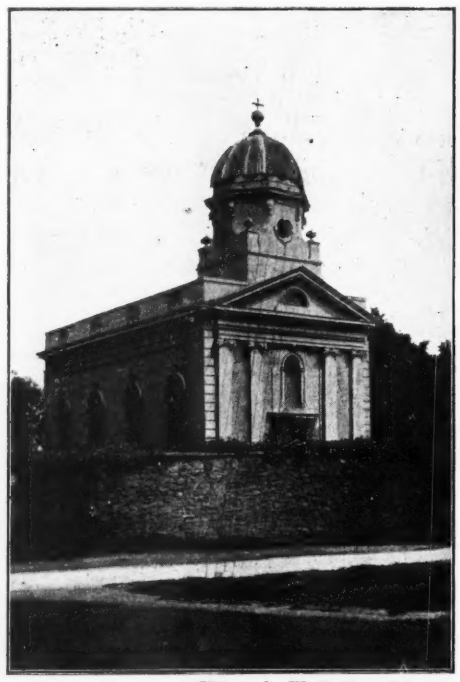
The vivid and contrasting colours of these stones might be rather overwhelming elsewhere, but here the dim light softens the effect, producing a subdued brilliance, and recalls to the mind the lavishly decorated churches and chapels in Rome with their walls of marble, their inlaid tombs and altars, and mosaic pavements.

On entering the Cathedral its vastness and sombreness strikes one so forcibly that for the moment all detail escapes one's observation. It is only after the first impression has worn off, and one becomes accustomed to the dimness, that the richness of the marble decoration becomes evident.

The beauty of the eight magnificent monoliths of "Verde Antico," four on either side of the nave, first attract the attention. This handsome serpentinous marble has a ground of almost every shade of green, interspersed throughout with fragments, which are mostly angular and greenish black in colour, and with blotches of white calcite. The stone was well known to the Romans and Byzantines, columns of it being placed at a late period in the Erechtheum at Athens. It has been found in Roman ruins and was known as Lapis Atracius or Lapis Thessalium, the quarries being situated near Larissa, of ancient Atrax in Thessaly. These quarries were rediscovered some years ago by Mr. Brindley, and are now being worked again for the first time since the sixth century.

On passing up the nave towards the sanctuary its decoration at once becomes striking. The great baldacchino is supported by eight monolithic columns of yellow Verona marble. The quarries in the district surrounding Verona have been worked continuously since the times of the Romans, who built the great Amphitheatre of Verona in the third century. The marbles from these quarries vary in colour from pale creamy yellow, through all shades of yellow, into a dull orange colour; they often present a slightly brecciated appearance, and sometimes traces of fossils are to be seen, as the marbles are not highly crystalline, and take only a dull polish. Verona marble was employed almost universally for decorative purposes in the ancient churches of Milan, Venice, Bologna, Cremona, Parma, and Verona. The orange-red variety may be seen in the Baptistery of Cremona, which dates from the ninth century; and the font in San Giorgio in Fonte, Verona (about ninth century), is also made of it.

The splendid shafts, 14½ ft. high, in Westminster Cathedral stand out conspicuously among their darker surroundings. The upper part of the structure is of white Carrara marble elaborately inlaid with mother-of-pearl, lapis lazuli, "Porfido Rosso Antico," and "Verde Antico." The columns rest on pedestals of "Verde Antico," inset with slabs of "Breccia di Serravezza," the columns of the triforium above the sanctuary being also of this breccia. This last-named marble comes from near Carrara, where are situated the most extensive and celebrated quarries of the world, which have been worked continuously since the beginning of the Christian



[*Photo. by W. Godfrey Allen.*

Redland Chapel, Bristol.

era, and at the present day supply Europe and America with tons of material annually. According to Jervis it is very probable that the Carrara marbles were even known to, and worked by, the Etruscans. Pliny tells us that Carrara marble was employed for Mamurra's house in Rome, and this was built about 48 B.C. Marbles of many colours and qualities come from Carrara and the surrounding district. However, the most important are the fine white statuary; "Sicilian," bluish white with blue-grey markings; "Pavonazzo," cream white with black, purplish, or brownish veins; "Breccia di Serravezza," cream white ground with fragments and veins of every shade of purple, brownish black, and red; "Bardiglio," grey, or grey veined with black, or grey flowered. All these varieties and others are to be seen in the decoration of the Cathedral.

The columns dividing the aisles of the Blessed

[*Photo. by W. Godfrey Allen.*

Detail of Carving: Redland Chapel, Bristol.

Sacrament Chapel and the Lady Chapel from the sanctuary are of "red jasper" and red Norwegian marble.

In the former chapel the walls are of the beautiful golden-yellow-and-white marble from the well-known Siena quarries (as also the yellow and black variety known as "Broccatello di Siena"). This marble and the celebrated "Giallo Antico" are the two most beautiful yellow marbles known. A variety of "Giallo Antico" of a pale yellow and mauve colour (sometimes called "Rose de Numidie") is also used in the decoration of the walls of this chapel. "Giallo Antico," known to the Romans as Marmor Numidicum, and used by them as early as 200 B.C., was brought to Rome from the ancient provinces of Mauritania and Africa. The locality (Schemton) was not far from the eastern boundary of Numidia, and Hadrian on his first visit to Africa (about A.D. 128-129) constructed a road from the quarries to Tebarca, whence the stone was shipped to Rome. Other marbles in this chapel are the "Pavonazzo" from Carrara, "Bardiglio," white statuary, and "Breccia di Serravezza."

A smaller chapel opening out of this one has in it splendid slabs of "Cipollino," from the ancient quarries near Carystus in the island of Euboea, which were rediscovered some years ago by Mr. Brindley. This most ancient and unique marble has a white ground, banded and zoned with green of almost every shade.

Sometimes the bands are parallel, and again they are wavy and distorted. It is said that because the markings of this marble resembles the waves of the sea, Agrippa, in dedicating the temple to Neptune, ornamented it with Carystian marble.

Returning again to the Chapel of the Blessed Sacrament and to the north transept, which is here divided from the nave by four splendid monoliths (two of "Cipollino," one of "Verde Antico," and one of "Breccia di Serravezza"), we come to Cardinal Vaughan's Chantry. The recumbent effigy of the Cardinal is of white Pentelic marble. This beautiful white statuary marble was worked by the Greeks as early as 500 B.C. The greatest of Greek sculptors, for example, Phidias and Praxiteles, made use of this marble, and the Parthenon at Athens was constructed of it. This marble is exceedingly fine grained and of a very pure white. The Chantry is separated from the transept by two columns of "Bianco e Nero Antico," a handsome black-and-white breccia from the south of France. The walls of the Chantry, which are only partly finished, are of "Pavonazzo," and the altar is of "Verde Antico."

We now enter the aisle, and the next chapel is that of St. Joseph. The altar frontal is of Siena "Broccatello," the top of "Pavonazzo," and the large column of "Cipollino," with the base of labradorite granite from Norway with its beautiful iridescent crystals of felspar. The wall in the aisle between the Chapel of St. George and the English Martyrs and the one adjacent of the Resurrection is temporarily encased with red and green serpentinous marble from Levanto, in the Gulf of Spezia, known as "Rosso di Levanto," a rather dark but rich marble.

In the Chapel of St. George and the English Martyrs the large column is of a poor grade of "Cipollino"; the altar frontal is inlaid with two medallions of "Verde Antico" and one of Numidian red breccia.

The reredos is inlaid with mother-of-pearl, and there is a column of Algerian onyx marble on the north side of the chapel.

The next chapel is that of the Resurrection, temporarily fitted with a reredos of "Cipollino" and an altar frontal of "Giallo e Nero di Portovenere" (also known as "Marmo Portoro"), which is quarried at Portovenere and elsewhere in the Gulf of Spezia.

The walls are of a serpentinous marble, found near Genoa, called "Verde di Genoa," of a dark-green colour with white veins and blotches, and also of "Rosso di Levanto." The large column is of Norwegian labradorite granite, and the wall above the confessional of "Bardiglio Fiorito." The small column on the north wall is of "Pavonazzo," the colouring of the whole chapel having rather a sombre effect.

Crossing the west end of the cathedral, we enter the baptistery at the extreme south-west corner. The handsome font is inlaid with "Verde Antico," "Rosso Antico" (the Marmor Tænarium of the Romans, from Cape Matapan, Greece), "Cipollino," and "Breccia di Serravezza."

The baptistery is divided from the Chapel of SS. Gregory and Augustine by a screen supported by two columns of "Pavonazzo." This chapel is one of the most highly-decorated ones in the cathedral; the coupled columns between the chapel and the aisle are of Swiss "Cipollino," which looks sadly faded and discoloured when

compared in the same building with the Greek variety. The altar frontal is of Siena yellow and white marble, and the reredos of "Cipollino."

The slabs of red marble on either side of the altar are of the "Languedoc Red." This comes from Caunes, near Carcassonne, in Southern France, and has been worked for many centuries. There are many examples of it to be seen in the Louvre and in Italy.

It is of a scarlet red colour blotched with white. There are also wall slabs of "Verde Antico" and "Rosso di Levanto." Above the altar on either sides of the mosaic work are slabs of "Campan Vert" from the Campan Valley, in the South of France. This marble is white, closely veined with green, and was used in the decoration of the Palace of Versailles.

Moving up the south aisle, the next chapel is that of St. Patrick and the Saints of Ireland, which is very patriotic in its decoration.

The large columns are of "Cipollino"; the altar frontal is inlaid with a medallion of red marble from Cork, and the altar is ornamented with serpentinous marbles from Ireland. The reredos is inlaid with mother-of-pearl.

The following chapel, dedicated to St. Andrew and all the Saints of Scotland, is as yet unfinished, but the altar is supported by the well-known Scotch granites from Peterhead and Aberdeen.

In St. Paul's Chapel the altar frontal is inlaid with three medallions, the centre one of serpentinous marble from Genoa, and the other two of the unique and famous "Porfido Rosso Antico." This is the "Lapis Porphyrites," a purplish-red stone with innumerable small crystals of white or pinkish felspar, quarried in Egypt from the earliest times.*

According to Pliny, it was brought to Rome as early as the reign of Claudius (born 10 B.C., died A.D. 54), and was used extensively for sarcophagi, statues, columns, and mosaic pavements, in spite of the great difficulty with which it is worked on account of its great hardness, or rather toughness. It has been estimated by a person experienced in stone-cutting that the labour of 2,000 men for three years must have been expended on the quarrying and preparing and transportation of any one of the great monoliths which came to Rome.

The most marvellous works known in "porphyry" are the sarcophagi of the Empress Helena and Constantia, in the Vatican Museum. The former is of a single block 13 ft. high by 8 ft. long of the deepest colour and finest texture. "The Triumph of Constantine," a military procession, is carved on the two fronts. Busts of Helena and Constantine stand out in the highest relief as medallions above.

This stone is also used in the mosaic work of the pulpit in Westminster Cathedral, together with "Serpentino Verde Antico," that handsome, dark-green stone, with crystals of an oblong shape, that often cross each other. These two stones were used universally in Rome for making the so-called "Opus Alexandrium," the much-admired mosaic pavement. "Serpentino Verde Antico" was known as "Lapis Lacedæmonius," or "Lapis Spartanus," and was quarried at Levetsova, between Sparta and Gythium. A similar stone has been found in Egypt and other parts of the world.

Lastly, we enter the south transept, which is separated from the nave by four columns, the first two being of "Breccia di Serravezza," and the other two of "Cipollino" and "Breccia di Serravezza." In the south transept itself are two columns of red "Languedoc" marble on bases of Norwegian granite.

The Lady Chapel is very beautiful in the delicacy of the marbles employed in its decoration; the walls are of "Vert Campan," "Pavonazzo," and red marble from Serravezza, pale-pink and yellow "Numidian" marble and "Verde Antico" also being used.

Having walked completely around this great cathedral, we pass down the nave and out between the two fine columns of red Norwegian granite, feeling very much impressed with the grandeur of its proportions and decorations. From the point of view of the marble-lover it offers boundless attractions, and calls forth admiration for the infinite pains spent in this direction, for there are no less than thirty-three varieties of ornamental and decorative stones employed in the different chapels and the sanctuary.

* The locality of these quarries was lost for a long period until rediscovered by Mr. Brindley about twenty-five years ago.

REDLAND GREEN CHAPEL, BRISTOL.

THIS little chapel is fairly well known to architects in the West of England as a good example of the mid-eighteenth century Renaissance. It possesses a unity in design and richness in execution which is often lacking in larger works. It lies in the parish of Westbury-on-Trym, near Bristol, and was built for John Cossins, the squire of Redland Court, being completed within three years from 1743. Cossins was a merchant of London, who had purchased the estate a decade or so earlier from the Hill family, to one of whose members, a Sir Richard Hill, there is an effigy in seventeenth-century armour which may be seen in Westbury Church. John Strahan, of Bath, was the architect employed by Cossins to rebuild the Court and lay out the grounds about 1730, and the private chapel, which stands on higher ground a short distance in front of the house, within a walled enclosure of its own, appears to have formed part of his schemes. Tradition says that a subterranean passage connects the house and chapel, leading from the west wing of the former to the family vault beneath the altar. It is quite possible that some covered way was provided to obviate the discomfort of walking the 200 yds. or so in bad weather. At any rate, the beginning of a passage is known to exist. The little chapel also served the village of Redland for more than a century.

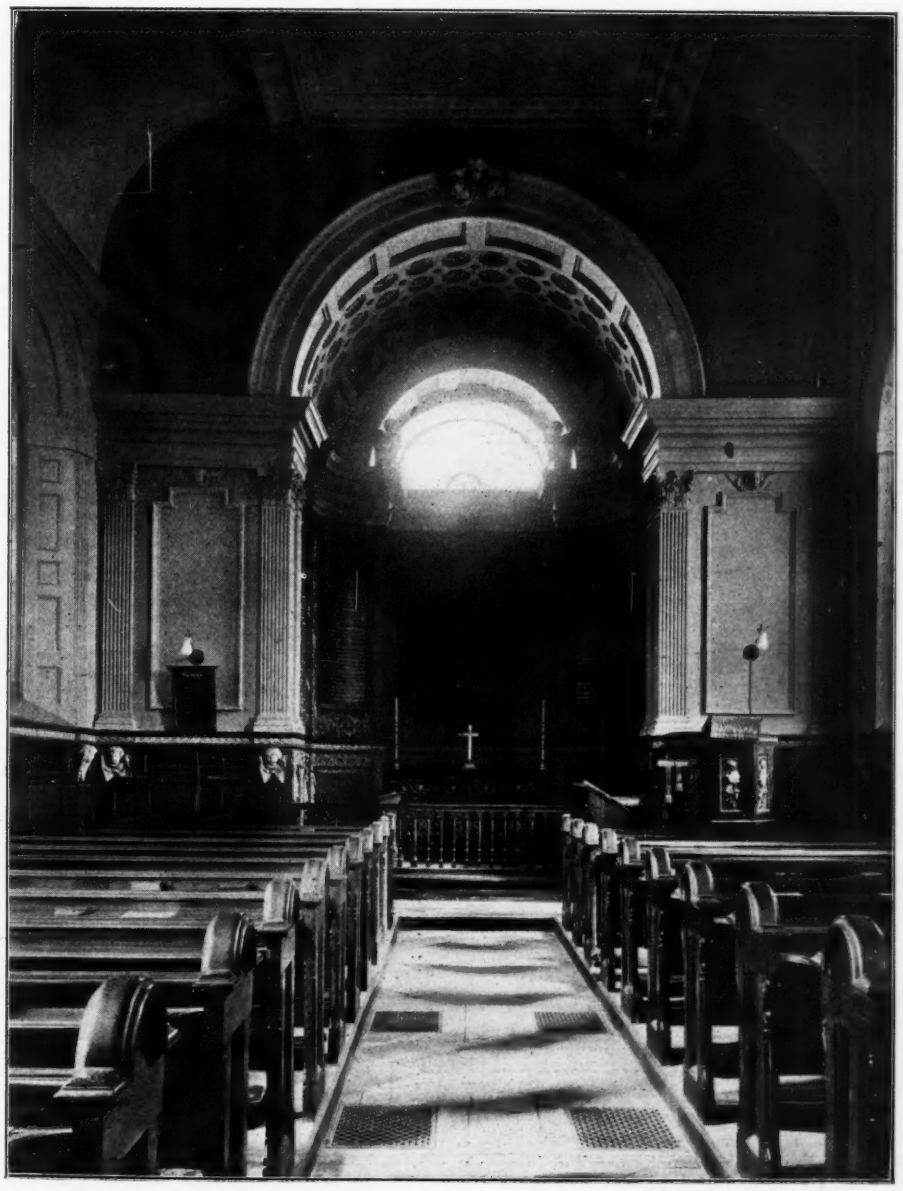
On the sale of the Redland Court property, many years ago, the Court, after passing through several hands, became a High School for Girls, while the chapel was attached to the parish of Westbury.

The building is very small, measuring only about 52 ft. by 28 ft. in internal dimensions, with a dome at the west end rising to 71 ft.; but it is so well proportioned that these figures might easily be greater. It is divided longitudinally into four bays, three being given to the chapel proper and one to the entrance, with organ gallery and dome over, while the sanctuary is projected eastward. A small vestry, with heating chamber beneath, was added about sixty years ago, but is an unimportant feature in the south-east angle.

In design the chapel possesses some of the spirit and vigour one associates with the work of Vanbrugh. It is true that in 1716 he built Kings Weston House, a few miles distant, and this appears to have had an influence on the buildings subsequently erected in and around Bristol. But dying ten years later, however, he cannot have been the architect of the chapel, so there seems little reason for doubting it to be the work of Strahan, who was certainly responsible for the Court, and that a more monumental effect should be sought with regard to the chapel is natural.

It is built of Bath stone with the exception of the podium, which is of Portland. On the whole it is in a fair state of preservation, but such details as the vases on the pedestals of the dome are very much decayed. All the steps are of local blackrock marble, and large slabs of it are also used for the window-sills on the inside. The polish, however, has vanished from the steps leading to the west door, requiring now to be examined after a shower of rain to reveal their character. The sanctuary has a parquetry of black Belgian and white marbles, but in the aisle the original pattern has been sadly disturbed by gratings and careless restorations.

The west front claims the most attention, with its doorway and rich carvings and niche over, set within coupled pilasters of the Ionic order the whole height of the building, while from the centre rises the dome, at first square and then octagonal, with the angles filled with vases of very graceful contour. The dome itself is constructed of wood, ribbed and covered with lead, the ball and cross being of copper. The side elevations are extremely plain, as may



[*Photo. by Charles Horton.*

Redland Chapel, Bristol.

be seen from the photograph, the windows, with their attenuated mouldings, being particularly weak points in the design. To the east is one large semicircular window, placed high up to light the sanctuary. The mouldings here are very different from those on the side windows, being unusually heavy, with a "series" of keystones, which break through the mouldings; masks of negroes are also used as caps, with their heads bound in thick drapery, whose goggled eyes and grinning mouths provide very puzzling features for which to find an origin.

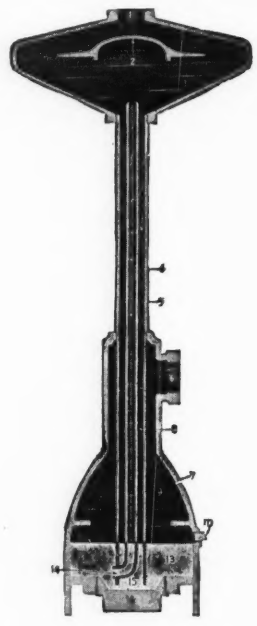
The interior is of great interest. It is, roughly, a square in cross-section, being 28 ft. wide and 29 ft. high, with a coved ceiling at the sides, which is not returned at the ends, the extra height in these latter parts taking the arches at the east and west, an arrangement which increases the sense of internal length, further augmented by the long, deep panel thus formed in the centre. At the west end is a bold arcade of three unequal openings in two stories, in the upper piers of which are niches containing busts of the founder and his wife, by Reinbach. The side walls are panelled in oak to a height of 6 ft., with a series of finely-carved cherubs' heads beneath the windows, one of which is shown in the photograph. The sanctuary is panelled the whole height, its deep cornice breaking round the ornamental projections formed on the plan. The panels are most elaborately enriched with appliqué carvings in limewood in the style of Grinling Gibbons. These are said to be by William Patie, who is known to have executed work in Bristol at this period. In the panel over the altar, framed in rich carving, is a painting from an "Entombment," by Carracci. The credence table is also richly carved and gilt, supported by a large eagle in front and cherubs' heads terminating in hoofs at the sides, which very much resembles a consel table of the period. The font is a most diminutive work in the form of a slender hexagonal baluster, carved and gilt, with white marble basin, and festoons of flowers and ribbon clinging to the upper part.

C. D. RUDING BRYAN,
W. GODFREY ALLEN.

TRADE CATALOGUES.

We have recently received a new booklet from Messrs. Kerner-Greenwood & Co., King's Lynn, dealing with the patented powder, "Pudlo," for making cement waterproof, which they manufacture at King's Lynn. The booklet shows results of tests by experts such as Faija and Kirkaldy, which prove that the addition of "Pudlo" does not adversely affect the cement nor interfere with its setting, and that both the tensile and the compression strains are increased when "Pudlo" is added. Simple directions are given as to use, and the makers assert that if their instructions are carefully followed no one can possibly fail to have a waterproof job.

The National Radiator Company, Ltd., 439 and 441, Oxford-street, send us a descriptive pamphlet of their Honeywell generator for low-pressure installations. The advantages of a slight pressure applied to the water of a hot-water system are widely recognised, but owing to the risk and complication arising from the use of valves and other appliances the principle has generally been avoided. The Honeywell heat generator makes it possible to apply a slight pressure—ranging from 0 lb. to 10 lb.—to the water of a heating installation in a perfectly safe and automatic manner, with the result that pipe areas may be reduced nearly one-half and the radiating surface from 10 to 15 per cent. In existing installations, where the piping is too small, the circulation sluggish, or where the water boils easily with quick firing, the unsatisfactory conditions may be remedied by connecting a Honeywell heat generator to the system, provided that the boiler power is sufficient to furnish the heat required. The governing principle of the generator in the employment of mercury, which, in conjunction with the heated water, acts as a balanced valve in regulating its passage. When the water in the system is cold the mercury 13 will all lie at the bottom of the mercury pot 7, about 1 in. in depth, and all other parts of the generator will be immersed in water. When the water commences to expand it enters the generator at 6 and at 9 presses down on the mercury 13. The expansion of the water forces the mercury down in the mercury pot, causing it to rise through the circulating tube 4 and the standpipe 5. As the water continues to expand the mercury will rise in the circulating tube and standpipe until that in the mercury pot falls to the level of the top of the circulating tube inlet 14. The mercury forced into the circulating tube and standpipe then will be level with the top of the circulating tube and standpipe. The water having forced the mercury down slightly below the top of inlet 14 will pass over the top of the mercury into the circulating tube; the water, being thirteen times lighter than mercury, will pass through the circulating tube 4, constantly carrying a quantity of mercury with it. When the water and mercury reach the top of tube 4 the water will pass up and around the deflector 2 and out through the opening 1 to the expansion



tank. The mercury driven upward with the water in the circulating tube 4 will not return through this tube, but through space 8 in the standpipe 5 into 15, thence into the mercury chamber 13, thus raising the level of the mercury, operating in a similar manner to a balanced valve and regulating the passage of water through the tube 4. When the water throughout the system cools the exact reverse of the above operation takes place and the mercury in circulating tube and standpipe gradually falls, rising to a corresponding extent in the mercury chamber. A pressure of half a pound at point 1 causes the water to flow from the expansion tank downward through the standpipe to 15, thence upward through the mercury 13, and out through 6 into the system.

PATENTS.

APPLICATIONS PUBLISHED.*

10,486 of 1912.—Jessie Wade: Construction of windows, screens, and the like structures.

15,837 of 1912.—Frank Somerset Lister and Louis John Simon: Apparatus for purifying, humidifying, sterilising, and heating or cooling of air.

17,856 of 1912.—Wilhelm Barthold: Method of obtaining hewn stones in quarries.

20,485 of 1912.—Henry Robert Steele: Process for the manufacture of sheets or slabs of fibrous plaster or other similar material or substance, and a machine for carrying out said process.

21,757 of 1912.—Edward Truesdil Bates: Flexible tile coverings for floors, walls, and the like.

23,218 of 1912.—John Herbert Ratcliffe: Portable mixer for paint, distemper, paste, or the like.

30,109 of 1912.—Charles Wilbur Baldwin: Supplementary heating systems for heating plants.

2,033 of 1913.—Henry Ramsay Taylor: Roof-lights.

4,113 of 1913.—George William Morgan: Kitchen ranges and cooking stoves.

7,091 of 1913.—John Porcius Gage: Carpenters' planes.

9,964 of 1913.—George Charles Harvey: Reinforced blockwork structures.

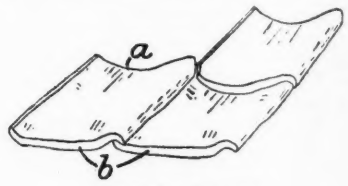
14,470 of 1913.—Karl Johannesmann: Device for simultaneously cutting and closing hollow bricks.

* All these applications are in the stage in which opposition to the grant of Patents upon them can be made.

SELECTED PATENTS.

7,801 of 1912.—Robert Green: Roofing tiles.

This relates to roofs composed wholly or partly of pan tiles, wherein the eaves course

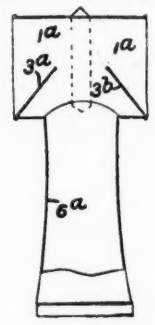


7,801 of 1912.

is composed of tiles having the upper portion *a* pan shaped, while the lower portion *b* is flat.

7,950 of 1912.—William Beeley: Ventilating shaft tops.

This relates to ventilating shaft tops, which comprise a horizontal tube 1a on a vertical

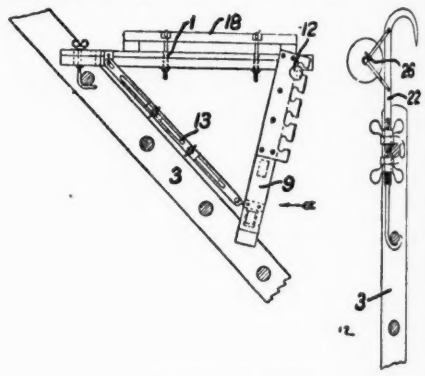


7,950 of 1912.

tube 6a and inclined baffles 3a, 3b, the baffles rising from the extreme edges of the tube 1a. The tube 1a may be of circular or rectangular section.

8,055 of 1912.—William Clark and John Paterson Andrew: Ladder scaffolding.

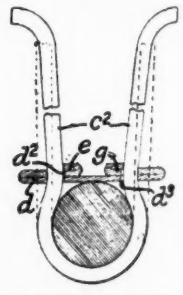
This relates to ladder scaffolding, in which an inclined ladder carries an adjustable platform supporting a second ladder. The platform 1 engages the inclined ladder sides, and is clamped to the rungs by hooked bolts and nuts, and is adjusted to be horizontal by side struts 9 and pivoted ties 13. The struts 9 are



8,055 of 1912.

connected by a cross bar engaging the ladder sides, and are notched at the upper ends to engage studs 12 on the platform. The ladder 3 is secured to roof ridges by a hook 22 clamped to the rungs. A roller 26 on the hook 22 assists the movement of the ladder on the roof. The second ladder rests against a bar 18 clamped to the platform by hooked bolts.

8,297 of 1912.—Charles Taylor, Ltd., and William Kennedy: Reinforced concrete.



8,297 of 1912.

This relates to reinforced concrete construction where the stirrups are locked to the main bars by means of flat plates *d*, provided with holes d^2, d^3, which engage the arms c^2, and draw them together. Slipping of the plates *d* is prevented by bending down the ends *e*, *e*, thus bending the arms c^2 slightly apart.

List of Competitions, Contracts, etc.

For some Contracts still open, but not included in this List, see previous issues. Those with an asterisk (*) are advertised in this number: Competitions, iv; Contracts, iv. vi. viii. x.; Public Appointment, xix.; Auction Sales, xxiv. **Certain conditions beyond those given in the following information are imposed in some cases, such as: the advertisers do not bind themselves to accept the lowest or any tender; that a fair wages clause shall be observed; that no allowance will be made for tenders; and that deposits are returned on receipt of a bona-fide tender unless stated to the contrary.**

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

***** It must be understood that the following paragraphs are printed as news, and not as advertisements; and that while every endeavour is made to ensure accuracy, we cannot be responsible for errors that *may* occur.**

Competitions.

OCTOBER 31.—**York.**—HOUSING AND TOWN PLANNING.—The Town Committee of the York Corporation invite architects and surveyors to submit for competition a scheme under the Housing and Town Planning Act, 1909, in connection with certain areas within and without the City of York. Premiums of £100, £50, and £25 respectively will be awarded. See advertisement in issue for July 18.

NOVEMBER 1.—**Sofia.**—DESIGNS FOR A ROYAL PALACE AND LAW COURTS.—**Particulars from the Commercial Intelligence Branch of the Board of Trade, Basinghall-street, E.C. See page 173, August 9, and page 350, September 27, 1912; also page 708, June 20.**

NOVEMBER 29.—**Folkestone.**—BAND PAVILION.—The Folkestone Corporation invite designs for a band pavilion to be erected on the face of the West Cliff. See advertisement in issue for August 15, and "Competition News," August 22.

* JANUARY 2, 1914.—**Manchester.**—NEW BUILDINGS AND ALTERATIONS.—The Board of Directors of the Manchester Royal Exchange, Ltd., invite architects to submit designs for additional new buildings and alterations on the existing Exchange buildings. See advertisement in this issue for further particulars.

* JANUARY 2, 1914.—**Ottawa.**—DEPARTMENTAL AND COURTS BUILDINGS.—The Department of Public Works, Ottawa, invite architects to submit sketch designs in a preliminary competition for above buildings. Six will be chosen from these for final competition. The five unsuccessful competitors will receive $3,000. The winner will be entrusted with the work.

NO DATE.—**Blackburn.**—NEW FIRE-STATION.—The Blackburn Corporation are to invite designs for a proposed new fire-station and firemen's dwellings. Competition limited to architects having an office within the borough. Premiums, £100, £50 and £25. Assessor is Mr F. G. Briggs, F.R.I.B.A. Apply Town Clerk, Town Hall, Blackburn.

NO DATE.—**Bradford.**—LAYING-OUT OF AN ESTATE, ETC.—The Council of the City of Bradford invite designs for the laying-out of an estate, and for the erection of workmen's dwellings. See advertisement in issue of July 25 for further particulars.

NO DATE.—**Coventry.**—The E.C. invite competitive sketch plans for the enlargement of Little Heath Council School. The competition is strictly limited to architects practising in the city of Coventry. Particulars of the competition may be obtained at the Education Office, 44, Bayley-lane, Coventry.

* NO DATE.—**London.**—SHOP FRONT.—Messrs. Martins Ltd., invite designs for a shop front in Piccadilly. Premium £50. Advertisement on page 262.

* NO DATE.—**Whitehall, S.W.**—NEW OFFICES FOR BOARD OF TRADE.—The Commissioners of H.M. Works and Public Buildings invite preliminary sketch designs for new offices for the Board of Trade, etc., in Whitehall-gardens. See advertisement in this issue for further particulars, also "Competition News," page 241.

Contracts.

BUILDING.

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

SEPTEMBER 8.—**Durham.**—POWDER MAGAZINE.—Tenders invited for the erection of a powder magazine and earthworks etc., at Shincliffe Bank Top, for Messrs. Curtis & Harvey, Ltd., of London. Plan, etc., of Mr. H T. Gradon, architect, Market-place, Durham.

SEPTEMBER 8.—**Kersham.**—BRIDGE.—The Bridge and Main Roads Committee of the Devon C.C. invite tenders for the repair of Kersham Bridge, on the Chulmleigh to Ashreigney road, over the River Taw. Specification, etc., of Mr. Edward Stead, A.M.Inst.C.E., County Surveyor, The Square, Barnstaple.

SEPTEMBER 8.—**Newton-in-Makerfield.**—SHED, ETC.—The U.D.C. invite tenders for a covered shed, 72 ft. by 42 ft. outside of stanchions, and 9 ft. high to underside of tie rods; and for an oxide mill, with gas engine to drive the same. Particulars of the Council's Gas Engineer, Mr. R. T. Surtees, the Gasworks, Newton-le-Willows.

SEPTEMBER 8.—**Yeovil.**—DISPENSARY.—The Somerset C.C. invite tenders for the erection of a tuberculosis dispensary at Reckleford, Yeovil. Plans, etc., of Mr. Arthur J. Pictor, A.R.I.B.A., Bruton, Somerset.

SEPTEMBER 9.—**Flockton.**—CLUB.—Contractors desirous of tendering for the various works required in the erection of Flockton Green Working Men's Club may send in their names to Mr. Fred Fitton, architect, Middlestown, Wakefield.

SEPTEMBER 9.—**Perth.**—POST-OFFICE.—The Commissioners of H.M. Works and Public Buildings invite tenders for alterations to Perth Head Post-Office. Specification, etc., of the Postmaster, Head Post-Office, Perth. Bills of quantities, etc., at H.M. Office of Works, 3, Parliament-square, Edinburgh. Deposit, £1 1s.

SEPTEMBER 10.—**Bourne.**—COTTAGES.—The Bourne R.D.C. invite tenders for the erection of cottages in the following parishes, viz.:—Aslackby, four cottages; Castle Bytham, eight cottages; Creeton, four cottages; Hacconby, four cottages; Kirkby Underwood, two cottages. Specifications, etc., at the Surveyor's Office, West-street, Bourne, by appointment.

SEPTEMBER 10.—**Huddersfield.**—HOUSE.—Erection of dwelling-house, Waingate, Berry Brow. Plans, etc., of Messrs. Joseph Berry & Sons, architects and surveyors, 3, Market-place, Huddersfield.

SEPTEMBER 10.—**Rathdown.**—DISPENSARY, ETC.—The Rathdown Board of Guardians invite tenders for the building of a dispensary, with caretaker's residence, at Cabinteely, in accordance with the plans and specification, which can be seen at the office of the Engineer to the Board, Mr. P. H. M'Carthy, B.E., 39, Westmoreland-street, Dublin, or at the office of the Clerk of the Union, Louglinstown. Quantities of Mr. James Mackay, 58, Dame-street, Dublin. Deposit, £1 1s.

SEPTEMBER 11.—**Cambridge.**—HOUSE.—Demolition and rebuilding of No. 18, Peas-hill, Cambridge. Plans and specification on application at the office of the Borough Surveyor, Guildhall, Cambridge.

SEPTEMBER 11.—**Dublin.**—THEATRE.—The Premier Picture Palace (Dublin), Ltd., invite tenders for the erection of a theatre in Henry-street, Dublin, in accordance with plans and specification prepared by Mr. Bertie Crewe, of 75, Shaftesbury-avenue, London, W., and Mr. Francis Bergin, B.E. of 36, Westmoreland-street, Dublin. Bills of quantities can be had from Mr. James Mackey, 58, Dame-street, Dublin. Deposit, £10.

SEPTEMBER 11.—**Manchester.**—LABORATORY, ETC.—The Gas Committee of the Manchester Corporation invite tenders for the work required to be done in the erection and completion of new building forming chemical laboratory, lavatories, etc., at their Rochdale-road Station. Specification, etc., of Mr. Fredk. A. Price, Superintendent, Gas Department, Town Hall, Manchester. Deposit, £1 1s.

SEPTEMBER 11.—**Martock.**—HOUSES.—The Yeovil R.D.C. invite provisional tenders for the erection of six houses for the working classes in the parish of Martock, together with certain drainage work. Plans, etc., at the office of the architects, Messrs. Petter & Warren, Church-street, Yeovil. Deposit, £1 1s.

SEPTEMBER 12.—**Honley.**—FACTORY.—Persons desirous of tendering for the masons', bricklayers', carpenters', joiners', ironfounders', concreters', plumbers', patent glaziers', plasterers', painters', structural steel work, and heating engineers' work required in the erection of new ruling machine works in Scotgate-road, Honley, for Messrs. J. Shaw & Sons, may see plans, etc., at office of Mr. P. N. Brown, architect and surveyor, Hawthorn Bank, Holmfirth.

SEPTEMBER 13.—**Wetheral.**—HOUSES.—Various works required in the erection of two houses at Wetheral, for Mr. R. Thompson. Mr. J. H. Martindale, F.R.I.B.A., architect, Castle-street, Carlisle.

SEPTEMBER 15.—**Cleckheaton.**—GASWORKS.—The U.D.C. of Cleckheaton invite tenders for the supply, delivery, and carrying-out of the following works in connection with their new Gasworks:—Contract No. 5, excavators', masons', and bricklayers' work; No. 6, plasterers' and concreters' work; No. 7, carpenters' and joiners' work; No. 8, plumbers', glaziers', and gasfitters' work; No. 9 slaters' work; No. 15, reinforced concrete, tar and liquor and water tanks, and truck weighbridge and hoppers substructures; No. 18, overhead steel gantry. Specifications, etc., for contracts Nos. 5 to 9 on application to the Engineer, Mr. Arthur L. Jennings, at the Town Hall, where drawings may also be inspected after the 3rd proximo. The particulars, together with drawings for contracts Nos. 15 and 18, may be similarly obtained. Deposit, £2 2s.

SEPTEMBER 15.—**Croydon.**—ALTERATIONS.—Alterations and additions to the boiler-house, including boiler seatings, and other works, at the Workhouse, Queen's-road, Croydon, for the Board of Guardians. Specification, etc., of Mr. Henry Berney, architect, 104, George-street, Croydon, Surveyor to the Guardians. Deposit, £1 1s.

SEPTEMBER 15.—**Flockton.**—HOUSES.—The Flockton U.D.C. invite tenders for the work of excavator, mason, and builder, and also for the work of plasterer, in connection with a scheme for the building of ten dwelling-houses at Flockton. Mr. Wm. Dickinson, 46, Westgate, Wakefield, Clerk to the Council.

SEPTEMBER 15.—**Irlam.**—SCHOOL.—The Lancashire Education Committee invite tenders for the erection of a new elementary school for 515 scholars at Liverpool-road, Irlam, near Manchester. Plans, etc., at the office of the County Architect Mr. Henry Littler, 16, Ribblesdale-place, Preston. Deposit, £2.

SEPTEMBER 16.—**Croydon.**—ALTERATIONS.—The Croydon Council invite tenders for the builders' work necessary in the alterations and additions to the South Norwood Baths. Quantities, etc., at the office of the Borough Engineer, Town Hall, Croydon.

SEPTEMBER 16.—**Hull.**—ENGINE-SHEDS.—The Directors of the North-Eastern Railway invite tenders for erecting engine-sheds at Dairycoates, Hull. Plans, etc., and further information obtained upon application to Mr. William Bell, the Company's Architect, at York

SEPTEMBER 17.—**Halifax.**—STORE.—Tenders are invited for the several works required to be executed in connection with the pulling-down of old premises and building a new store, also lock-up shop, offices, and appurtenances, situate in King Cross-street, Halifax, for the Halifax Industrial Society, Ltd. Plans, etc., of Messrs. Clement Williams & Sons, architects, Post Office-buildings, Commercial-street, Halifax.

SEPTEMBER 17.—**Leigh.**—BATHS.—The Corporation invite tenders for the erection of extensions to public baths within the borough. Specification, etc., of Mr. Tom Hunter, Borough Engineer, Town Hall, Leigh. Deposit, £2 2s.

SEPTEMBER 17.—**Leigh.**—COTTAGES.—The Leigh Corporation invite tenders for the erection of 118 cottages within the borough. Particulars from Mr. Tom Hunter, Borough Engineer, Town Hall, Leigh. Deposit, £2 2s.

SEPTEMBER 17.—**Penshaw.**—RAILWAY-STATION.—The Directors of the North-Eastern Railway invite tenders for rebuilding Penshaw Station. Specification, etc., on application to Mr. William Bell, the Company's Architect, Irving House, Westgate-road, Newcastle-on-Tyne.

SEPTEMBER 20.—**Birmingham.**—UNDERGROUND CONVENIENCE.—The City of Birmingham Public Works Committee invite tenders for the erection of an underground convenience at Aston Cross. Mr. Henry E. Stilgoe, M.Inst.C.E., City Engineer and Surveyor, The Council House, Birmingham.

* SEPTEMBER 20.—**Finchley.**—GREENHOUSE.—The Islington B.C. invite tenders for erection of a greenhouse in Finchley Cemetery.

SEPTEMBER 22.—**Basford.**—CHURCH.—New church at Basford, near Stoke-on-Trent. Tenders for above, for whole or separate trades. Plans at the church, and at the office of the architects, Messrs. Austin & Paley, Lancaster.

* SEPTEMBER 23.—**Barking.**—WORKMEN'S DWELLINGS.—The Barking Town U.D.C. invite tenders for erection of workmen's dwellings.

* SEPTEMBER 23.—**Laindon Hills.**—CLASSROOMS, ETC.—The Essex Education Committee invite tenders for erection of new classrooms, drill hall, etc.

SEPTEMBER 25.—**Barrow-in-Furness.**—BATHS.—The Corporation invite tenders for the following work in connection with the erection of public baths, Abbey-road:—(a) Builder's work; (b) steam, hot water, and heating engineer's work. Specifications, etc., of the Borough Engineer and Surveyor, Town Hall.

[Those with an asterisk (*) are advertised in this issue.]

BUILDING—*continued.*

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

SEPTEMBER 25.—**Guildford.**—ADDITIONS, ETC., TO DRILL-HALL.—The Territorial Force Association of the County of Surrey invite tenders for carrying-out the alterations and additions to the drill-hall, Guildford. Specifications etc., of Messrs. Jarvis & Richards, Architects to the Association, 10, Queen Anne's-gate, Westminster, S.W. Deposit, £1 1s.

✱ SEPTEMBER 30.—**Leyton.**—WALLS AND FENCES.—The Leyton Education Committee invite tenders for the erection of boundary walls and fences to enclose a site.

✱ OCTOBER 2.—**Sutton Valence.**—SCHOOL.—The Kent Education Committee invite tenders for the erection of a school for 250 students.

NO DATE.—**Torpoint.**—SHOP FRONT.—New shop front, etc., at Torpoint. Plans, etc., of Mr. F. L. James, 4, Tamar-street, Torpoint.

ENGINEERING, IRON, AND STEEL.

SEPTEMBER 8.—**Whitwood.**—ELECTRIC LIGHTING.—The Whitwood U.D.C. invite tenders for the works of extra lighting in their district with electricity, overhead insulation. Particulars from Mr. George Taylor, Surveyor, Council Offices, Whitwood, Mere.

SEPTEMBER 9.—**Keighley.**—PILING.—The West Riding Highways Committee invite tenders for the necessary piling with timber piles in connection with the widening of Cottingley Bridge carrying the Bradford and Keighley main road over the River Aire, within the Urban District of Keighley. Plans, etc., at the office of Mr. F. G. Carpenter, West Riding Surveyor, County Hall, Wakefield. Deposit, £1.

SEPTEMBER 16.—**Brentford.**—LAUNDRY APPLIANCES.—The Guardians of Brentford Union invite tenders for the supply of appliances for their Workhouse laundry at Isleworth. Forms of tender (containing specification) may be obtained by forwarding a stamped addressed foolscap envelope to Mr. W. Stephens, Clerk to the Guardians, Union Offices, Isleworth, W.

SEPTEMBER 16. — **Croydon.** — IRONWORK.—The Croydon Council invite tenders for the iron-founders' work necessary in the erection of steel principals and stanchions at the South Norwood Baths Quantities, etc., at the office of the Borough Engineer, Town Hall, Croydon.

✱ SEPTEMBER 20.—**Finchley.**—HEATING APPARATUS.—The Islington B.C. invite tenders for installation of a heating apparatus for a greenhouse.

SEPTEMBER 20.—**Islington.**—HEATING.—Installation of a heating apparatus to a greenhouse which is to be erected at the B.C.'s Cemetery, East Finchley, N. Quantities, etc., of the Borough Engineer, Mr. J. Patten Barber, at the Town Hall, Upper-street, N Deposit, £1 1s.

SEPTEMBER 22.—**Aberdeen.**—DOCK DREDGING.—The Aberdeen Harbour Commissioners invite tenders for the removal by dredging of about 216,000 cubic yds. of material at River Dee Dock No. 1, and in the River Dee. Specifications, etc., of Mr. R. Gordon Nicol, Harbour Engineer, Harbour Engineer's Office, Aberdeen.

SEPTEMBER 22. — **Edinburgh.** — ELECTRIC GENERATING PLANT.—The Edinburgh Corporation invite tenders for two mixed pressure steam turbines and direct current generating plant, each set to be of 1,500 K.W. capacity. Specification, etc., from the Engineer, Dewar-place, Edinburgh. Deposit, £2 2s.

NO DATE.—**Wanlockhead.**—LEVELS.—Contractors wanted to drive levels, sinks, or rise winzes in a lead mine. About 500 fathoms to drive. Particulars of the Manager, the Wanlockhead Lead Mining Company, Ltd., Wanlockhead, by Leadhills.

FURNITURE, PAINTING, MATERIALS, etc.

SEPTEMBER 8.—**Banbury.**—MATERIALS.—The Guardians of Banbury Union require seven boat-loads of best hand-picked, unbroken Hartshill stone, delivered at the Workhouse. Mr. E. Lamley Fisher, Clerk, Union Offices, Banbury.

SEPTEMBER 8.—**Belfast.**—PAINTING.—The Great Northern Railway Company (Ireland) invite tenders for the painting, etc., of the Goods Manager's offices, Belfast. Specification, etc., at the Engineer's Offices at Dublin and Belfast, or of Mr. T. Morrison, Secretary's Office, Dublin. Deposit, £1 1s.

SEPTEMBER 8.—**Newport, Mon.**—PAINTING.—The Newport Corporation invite tenders for painting tramway standards, lamp standards, pillars, etc. Full particulars from Mr. A. Nichols Moore, M.Inst.E.E., Borough Electrical Engineer, Town Hall, Newport, Mon.

SEPTEMBER 8.—**West Ham.**—SCHOOL DESKS.—The Education Committee of West Ham invite tenders for the supply of school desks. Contractors desiring to tender are requested to make written application to Mr. William Jacques, A.R.I.B.A., 2, Fen-court, Fenchurch-street, E.C., for specification, etc., by September 8. Tenders to be delivered on September 15. Deposit, £1.

SEPTEMBER 9.—**Bedford.**—MATERIALS.—The Corporation of Bedford invite tenders for the supply of about 1,750 tons of broken granite, 2,470 tons of ironstone slag, and 1,600 tons of ironstone slag tarmacadam for roadmaking. Particulars, etc., of Mr. N. Greenshields, A.M.Inst.C.E., Borough Engineer and Surveyor, Town Hall, Bedford.

✱ SEPTEMBER 9. — **Edmonton.** — PORTLAND CEMENT.—The Edmonton U.D.C. invite tenders for supply and delivery of Portland cement for a period of twelve months.

SEPTEMBER 10. — **Ramsgate.** — CEMENT.—The Corporation invite tenders for the supply of Portland cement for a period from October 1, 1913, to September 30, 1914. Form of tender of Mr. T. G. Taylor, Borough Engineer.

SEPTEMBER 10.—**Warrington.**—MATERIALS.—The Guardians of Warrington Union invite tenders for supplies to the Workhouse, Warrington, and Cottage Homes, Padgate, including paints, etc., ironmongery, and granite (300 tons).

SEPTEMBER 11.—**Gosport.**—MATERIALS.—The U.D.C invite tenders for the supply of materials, etc., for the year ending September 30, 1914, including artificial and other paving stone, broken stone for macadamising, cement and lime, ironmongery, kerb, channel, and setts, stoneware drain pipes, etc. Specifications, etc., of the Surveyor, Town Hall, Gosport.

SEPTEMBER 13.—**Briton Ferry.**—MATERIALS.—The Briton Ferry U.D.C. invite tenders for the supply of broken granite or basalt road metalling. Tender form, etc., of Mr. H. Alex. Clarke, Engineer and Surveyor, Council Offices, Briton Ferry.

SEPTEMBER 13.—**Southport.**—STONEWARE PIPES.—The Southport Corporation invite tenders for twelve months' supply and delivery of stoneware socket-jointed pipes, bends, junction gullies, etc. Specification, etc., of Mr. A. E. Jackson, A.M.Inst.C.E., Borough Engineer and Surveyor, Town Hall, Southport.

SEPTEMBER 15.—**Felixstowe.**—MATERIALS, ETC.—The Felixstowe and Walton U.D.C. invite tenders for the supply of broken granite for road maintenance and steam-rolling during the year ending August 31, 1914. Prices are asked for Guernsey, Cornish, Leicester, and Belgian granite. Specifications, etc., of Mr. H. Cleg, Assoc.M.Inst.C.E., Surveyor to the Council, Town Hall, Felixstowe.

SEPTEMBER 22.—**London.**—MATERIALS.—The Corporation of London invite tenders for supply to the London Central Markets, Smithfield, Leadenhall Market, Billingsgate Market, the Metropolitan Cattle Market at Islington, and the Foreign Cattle Market at Deptford, for one year from Michaelmas, 1913:—Bricks, etc., timber, hard timber, ironmongery, etc., gasfitters' materials, painters' materials, plumbers' materials, brushes, sundries, indiarubber, rope, etc. Samples of materials at the respective markets, and forms of tender at the City Surveyor's Office, Guildhall, E.C

SEPTEMBER 24.—**Wanstead.**—MATERIALS.—The Wanstead U.D.C. invite tenders for the annual supply of Guernsey granite or Quenast stone. Forms of tender may be obtained from the Surveyor, at the Council Offices, Wanstead.

ROADS, SANITARY AND WATER WORKS.

SEPTEMBER 8.—**Keighley.**—STREET WORKS.—The R.D.C. invite tenders for the various works required in the forming and making good Unity-street, Morton Banks. Quantities of Mr. Thomas Burton, Surveyor, 80, Cark-road, Keighley.

SEPTEMBER 9. — **Stockton.** — SEWAGE-DISPOSAL WORKS.—The Stockton R.D.C. invite tenders for the construction of new sewage-disposal works at Carlton Iron Works, in the parish of Whitton. Specifications, etc., at the office of Mr. John Roddam, Finkle-street, Stockton-on-Tees, Surveyor to the Council.

SEPTEMBER 10.—**Congleton.**—WATER WORKS.—The Congleton R.D.C. invite tenders for:—(1) The supply of about 1,750 yds. of 2-in. and 1,600 yds. of 3-in. cast-iron pipes and specials; (2) the excavating of the trenches, laying and jointing the pipes; supplying and fixing of hydrants and valves. Specifications on application to the Engineer, Mr. W. Woodley Wyatt, Whitchurch, Salop.

SEPTEMBER 10.—**Leeds.**—SUBWAY.—Tenders invited by the Development Committee for the construction of about 50 yds. of subway in York-street, Leeds. Specification, etc., of Mr. W. T. Lancashire, City Engineer, Municipal-buildings, Leeds.

SEPTEMBER 10.—**Morley.**—SEWERING, ETC.—The Highways Committee of the Borough of Morley invite tenders for the sewering and kerbing of a portion of East Park-street, and for the sewering of Rooms-lane, within the Borough of Morley. Specification, etc., of Mr. F. Turner, B.Sc., A.M.Inst.C.E., Borough Engineer and Surveyor, Town Hall, Morley.

SEPTEMBER 12.—**Preston.**—STREET WORKS.—The Corporation invite tenders for the works required in levelling, paving, etc., Lowther-street, Ephraim-street, and Raikes-road. Specifications, etc., at the office of the Borough Surveyor, Town Hall, Preston.

SEPTEMBER 13.—**Whitehaven.**—WATERWORKS.—The Whitehaven R.D.C. invite tenders for (1) the manufacture and delivery at Seascale railway station, Cumberland, of about 55 tons of 3-in. cast-iron spigot and socket pipes, together with the necessary bends, junctions, valves, and other specials; and (2) cutting trenches, and hauling, laying, and jointing about 3,240 yds. of 3-in. pipes, and fixing sluice valves, hydrants, and other fittings. Specifications, etc., of Mr. George Boyd C.E., 33, Queen-street, Whitehaven. Deposit, 10s. each contract.

SEPTEMBER 15.—**Malling.**—SEWAGE WORKS, ETC.—The Malling R.D.C. invite tenders for alterations at their sewage tanks at Snodland, erection of fence, etc. Specification, etc., at the office of Mr. Charles Souter, Sanitary Surveyor, West Malling

✱ SEPTEMBER 15. — **Manchester.** — MAIN DRAINAGE.—The Manchester Corporation invite tenders for construction of main drainage work.

SEPTEMBER 17.—**North Mimms.**—ROADS.—The Hatfield R.D.C. invite tenders for the construction of certain roads at Little Heath, in the Parish of North Mimms. Specifications, etc., at the office of Mr. H. T. Sidwell, North-road, Hatfield, the engineer of the work, or at the office of the Clerk to the Council. Deposit, £10.

SEPTEMBER 20. — **Ludlow.**—WATERWORKS.—The Ludlow R.D.C. invite tenders for works at the Craven Arms Waterworks. Full particulars can be obtained from Messrs. Willcox & Raikes, civil engineers, Union-chambers, 63, Temple-row, Birmingham. Deposit, £2 2s.

SEPTEMBER 29.—**Beddgelert.**—SEWERAGE WORKS.—The Glaslyn R.D.C. invite tenders for sewerage works at Beddeglert. Specification, etc., of the Engineers, Messrs. Herrington, Son, & Watney, Prudential-chambers, Lichfield-street, Wolverhampton, and 28, Victoria-street, Westminster, S.W. Deposit, £5 5s.

✱ OCTOBER 4.—**Tenby.**—SEWERAGE WORKS.—The Tenby Corporation invite tenders for construction of sewerage outfall works.

OCTOBER 6. — **Cannock.** — SEWAGE-DISPOSAL WORKS.—The Cannock U.D.C. invite tenders for alterations to the existing detritus tanks, and other works. Specification, etc., on application to Mr. Robert Blanchard, Engineer and Surveyor, Council Offices, Cannock. Deposit, £2.

NO DATE.—**Derby.**—ROADS.—Tenders are invited for sewering, kerbing, channelling, and metalling about 2,000-ft. run of roads in the Borough of Derby. Particulars from Messrs. Taylor & Kensett, Tooting Junction, London, S.W.

Public Appointment.

✱ NO DATE. — CLERK OF WORKS. — The Manchester Corporation invite applications for the above post. Salary, £3 3s. per week.

Auction Sales.

✱ SEPTEMBER 9.—**Wandsworth Common.**—Mr. H. W. Smith will offer for sale by auction, at No. 34, Belle Vue-road, the first portion of a builder's, decorator's and contractor's stock, plant, etc.

✱ SEPTEMBER 10. — **Hayes.** — Messrs. Fuller, Horsey, Sons, & Cassell will sell by auction at the Marble and Slate Works, Hayes, a quantity of marble, stone, and slate working machinery.

✱ SEPTEMBER 10.—**London.**—Messrs. Churchill & Sim will sell by auction at the Great Hall, Winchester House, Old Broad-street, E.C., an assortment of deals, battens, boards, timber, etc.

✱ SEPTEMBER 11. — **Westminster.** — Messrs. Glazier & Son will offer for sale by auction at Caxton House a quantity of office furniture and fittings.

✱ SEPTEMBER 16. — **Ware.** — Messrs. J. T. Skelding & Co will sell by auction, on the premises, the stock, plant, and machinery of a builder.

✱ SEPTEMBER 18. — **42, Brixton-hill.**—Messrs. E. Evans & Sons will sell by auction at 2 p.m. a quantity of building material.

✱ SEPTEMBER 18. — **Streatham Common.**—Mr. H. W. Smith will offer for sale by auction at the Steam Saw Mills, Besley-street, the stock, plant, and effects of a timber merchant and joinery manufacturer.

✱ SEPTEMBER 25. — **Merton.** — Messrs. Crofts & Co. will offer for sale by auction at the Mart two building sites.

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Any commission to a contributor to write an article, or to execute or lend a drawing for publication, is given subject to the approval of the article or drawing, when received, by the Editor, who retains the right to reject it if unsatisfactory. The receipt by the author of a proof of an article in type does not necessarily imply its acceptance.

N.B.—Illustrations of the First Premiated Design in any important architectural competition will always be accepted for publication by the Editor, whether they have been formally asked for or not.

[Those with an asterisk (*) are advertised in this issue.]

ESTATES AND SITES NOTES.

Offices Outside London.

FOR some time past there has been a movement among large employers of labour to build new premises outside London, though within easy reach, and now the same tendency begins to show itself among certain bodies requiring large office accommodation for clerks engaged upon work which does not necessitate their being in immediate touch with London. We hear of two cases in which this decision has been made, and the clerks are to be housed in small self-contained villages on a main line within 30 miles of London. It is thought they will be healthier and more efficient under such conditions, and that, if well arranged, the villages will become models for others, and incidentally good advertisements for the businesses concerned. The alternative would have been a large central site. The cost of these is now almost prohibitive, and, unless compulsory, it is not surprising that such decentralisation should take place.

National Housing.

That there is a genuine famine for cottages in the country is not disputed by anyone who has studied the question, but a remedy which will at once satisfy the labourers, the land reformers, and the town-planners cannot easily be found. The advocates of cheap money and land purchase are told that they are playing into the landlords' hands. Those who believe in ownership can see no hope in any scheme for improved tenancy conditions even under enlightened management.

Meanwhile economists are demanding a scheme on a national scale which shall not only provide what is wanted to supply the deficiency in agricultural districts, but an entire handling of the whole subject, including the existing houses and a clean sweep of those unfit for habitation, and a general agreement as to the minimum standard of convenience and amenities to be provided.

Mr. L. G. Chiozza Money, in *Everyman*, states the case. He objects to old houses, and suggests that they should be scrapped in the interests of public health, just as we do with ships that are out of date. He says that millions of houses in this country are disgusting and full of dirt and disease. These, he says, should all be surveyed and, if found wanting, should be rebuilt. The parallel is picturesque, but lacking in perception. Even if the State should ever own the people's houses, the changes which take place in house construction are so trifling that, once properly built and well maintained, there should be no need for reconstruction for at least one hundred years. Undoubtedly much of the oldest house property should be destroyed, but the remainder, where unfit, could, by judicious expenditure, be made sound and habitable; but private owners cannot be compelled to incur the expense. Already the by-laws as to habitable rooms, heights of rooms, drainage, water supply, etc., ensure proper conditions for new houses, but at present the much-hated sanitary inspector dare not make the wholesale requisitions which, in the interests of health, he should do, for, if he did, many whose living depends on their income from such houses would starve.

Pressure is brought to bear in various ways—by the laws relating to dangerous structures, to dwellings unfit for habitation, to illnesses directly traceable to the property (when under the National Health Act the owner becomes liable). And much useful work in the direction of enforcing these laws has been done in London by the Mansion House Council on Health and Housing, which makes, under local committees, some hundreds of inspections every year and obtains many closing orders. Similar societies in the provinces would find much to be done.

It is clear that present conditions cannot be allowed to continue, as statistics reveal frequently most startling facts as to the health of the inhabitants of the streets containing the old and objectionable houses. One street in Paddington containing fifty-one houses was found to have cases of phthisis in fifty of them. Mr. J. Ellis Barker, writing in the *Daily Telegraph*, gives distressing instances of overcrowding—which curiously become much graver as one travels northwards—and finally condemns the leasehold system as being the whole cause of it.

In all this it is important to discriminate between the neglect and habits of the tenants and the inherent defects of the buildings and their maintenance in proper sanitary condition. Capitalists, according to Professor Eberstadt (Berlin) are responsible in Germany for hindering property developments on public lines, and eulogises our wisdom in devising a central authority over future developments. Under the old system housing had after a period of municipal activity become the business of private capitalists, but it remains to be seen whether they will be satisfied to continue their operations under the new restrictions as to the use of the land.

Meanwhile co-operation has been making great strides on semi-philanthropic lines—all, it is to be noted, on the leasehold system. They claim to have eliminated landlords' profit, but so long as a departing tenant can sell his interest to the new comer and make a profit for himself this principle cannot be said to have been successfully eradicated.

On the whole, it seems wiser to look forward to assisted private efforts under present controlling forces, and an increase in the stringency of the by-laws, together with more regular inspection and condemnation, where necessary, and ultimately a general raising of the standard of minimum comfort and convenience.

A ROMAN VILLA, SOUTH FRANCE.

The remains of a Roman villa, of the third or fourth century A.D., have been discovered at Espitalet, in the Département du Gers. It is conjectured that the villa was built by one Seveacus, and consumed by fire in the beginning of the fifth century. There have been disinterred fragments of marble statues, etc., and a fine piece of mosaic, measuring about 30 by 4 yds., executed in polychrome and embodying a design of cubes with floral and other decorative ornamentation.

Messrs. DENSHAM & LAMBERT,

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STOCK EXCHANGE (close to).—Small site. Low ground rent.

SAVILE ROW (best position).—Freehold. Area 4,000 ft. Price, £20,000.

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Almost adjoining famous Golf Links. High, healthy, and bracing. Choice woodland Sites for Sale or to be Let on Building Lease.

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FOREIGN AND COLONIAL.

Abattoir, Peru.

A public abattoir will be constructed soon under the auspices of the Peruvian Government at Callao, South America. The scheme is estimated to cost £25 000, and most of the materials will be exported from England. The architect is Mr. R. Stephen Ayling, F.R.I.B.A., Dartmouth-street, Westminster, who was Godwin Bursar in 1897, and has made a special study of slaughterhouses.

PRICES CURRENT OF MATERIALS.

*** Our aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information.

BRICKS, &c.

Per 1000 Alongside, in River. £ s. d.

	£	s.	d.
Best Stocks	1	16	0
Picked Stocks for Facings	2	10	0

Per 1000, Delivered at Railway Depôt.

	£	s.	d.		£	s.	d.
Flettons	1	14	0	Best Blue Pressed Staffordshire	3	15	0
Best Fareham Red	3	12	0	Do. Bullnose	4	0	0
Best Red Pressed Ruabon Facing	5	0	0	Best Stourbridge Fire Bricks	4	0	0
GLAZED BRICKS—							
Best White, Ivory, and Salt Glzd Str'tch'rs	12	7	6	Double Headers	14	17	6
Headers	11	17	6	One Side and two Ends	18	17	6
Quoins, Bullnose and 4½ in. Flats	15	17	6	Two Sides and one End	19	17	6
D'ble Str'tch'rs	17	17	6	Splays and Squints	17	7	6

Second Quality £1 10s. per 1000 less than best.

	s.	d.	
Thames and Pit Sand	7	0	per yard, delivered.
Thames Ballast	5	9	,, ,,
Best Portland Cement	36	0	per ton, ,,
Best Ground Blue Lias Lime	19	0	,, ,,

NOTE—The cement or lime is exclusive of the ordinary charge for sacks.

Grey Stone Lime ..... 14s. 0d. per yard delivered.
Stourbridge Fireclay in sacks 27s. 0d. per ton at rly. dpt.

STONE.

Per Ft. Cube.

	s.	d.
BATH STONE—Delivered on road waggons, Paddington Depôt	1	7½
Do. do. Delivered on road waggons, Nine Elms Depôt	1	9½
PORTLAND STONE (20 ft. average)—		
Brown Whitbed, Delivered on road waggons, Paddington Depôt, Nine Elms Depôt, or Pimlico Whart	2	4½
White Basebed, Delivered on road waggons, Paddington Depôt, Nine Elms Depôt, or Pimlico Wharf	2	6½

Per Ft. Cube, Delivered at Railway Depôt.

	s.	d.		s.	d.
Ancaster in blocks..	1	10	Closeburn Red Freestone	2	0
Beer in blocks	1	6	Red Mansfield Freestone	2	4
Greenshill in blocks	1	10	Talacre & Gwespyr Stone	2	4
Darley Dale in blocks	2	4			
Red Corsehill in blocks	2	3			

YORK STONE—*Robin Hood Quality.*

Per Ft. Cube, Delivered at Railway Depôt.	s.	d.
Scappled random blocks	2	10

Per Ft. Super., Delivered at Railway Depôt.

6 in. sawn two sides landings to sizes (under 40 ft. super.)	2	8
6 in. rubbed two sides ditto, ditto	2	6
3 in. sawn two sides slabs (random sizes)	0	11½
2 in. to 2½ in. sawn one side slabs (random sizes)	0	7
1½ in. to 2 in. ditto, ditto	0	6
HARD YORK—		

Per Ft. Cube, Delivered at Railway Depôt.

Scappled random blocks	3	0

Per Ft. Super., Delivered at Railway Depôt.

6 in. sawn two sides landing to sizes (under 40 ft. super.)	2	8
6 in. rubbed two sides ditto	3	0
3 in. sawn two sides slabs (random sizes)	1	2
2 in. self-faced random flags	0	5

SLATES.

Per 1000 of 1200 at Railway Depôt.

In. In.	£	s.	d.	In. In.	£	s.	d.
20 × 10 best blue Bangor	13	2	6	20 × 10 best Eureka unfading green	15	17	6
20 × 12 ditto	13	17	6	20 × 12 ditto	18	7	6
20 × 10 1st q'lity ditto	13	0	0	18 × 10 ditto	13	5	0
20 × 12 ditto	13	15	0	16 × 8 ditto	10	5	0
16 × 8 ditto	7	5	0	20 × 10 permanent green	11	12	6
22 × 10 best blue Portmadoc	12	12	6	18 × 10 ditto	9	12	6
16 × 8 ditto	6	12	6	16 × 8 ditto	6	12	6

TILES.

At Railway Depôt.

	s.	d.		s.	d.
Best plain red roofing (per 1000)	42	0	Best "Hartshill" brand, plain sand-faced (per 1000)	45	0
Hip and Valley (per doz.)	3	7	Do. pressed (per 1000)	42	6
Best Broseley (per 1000)	50	0	Do. Ornamental (per 1000)	47	6
Do. Ornamental (per 1000)	52	6	Hip (per doz.)	4	0
Hip and Valley (per doz.)	4	0	Valley (per doz)	3	6
Best Ruabon red, brown, or brindle (Edw'ds) (pr1000)	57	6	Staffords. (Hanley) Reds or Brindled (per 1000)	42	6
Do. Ornamental (per 1000)	60	0	Hand-made sand-faced (per1000)	45	0
Hip (per doz.)	4	0	Hip (per doz.)	4	0
Valley (per doz)	3	0	Valley (per doz)	3	6

WOOD.

BUILDING WOOD.	At per standard. £	s.	d.		£	s.	d.
Deals, best 3 in. by 11 in. and 4 in. by 9 in. and 11 in.	15	0	0	..	16	10	0
Deals: best 3 in. by 9 in.	15	0	0	..	16	0	0
Battens: best 2½ in. by 7 in. and 8 in., and 3 in. by 7 in. and 8 in.	12	10	0	..	13	10	0
Battens: best 2½ by 6 and 3 by 6	0	10	0	less than 7 in. and 8 in.			
Deals: seconds	1	0	0	less than best			
Battens: seconds	0	10	0	,,			
2 in. by 4 in. and 2 in. by 6 in.	11	10	0	..	12	10	0
2 in. by 4½ in. and 2 in. by 5 in.	10	10	0	..	11	10	0
Foreign Sawn Boards—							
1 in. and 1¼ in. by 7 in.	0	10	0	more than battens.			
¾ in.	1	0	0	,,			
Fir timber: best middling Danzig or Memel (average specification)	At per load of 50 ft. 5	0	0	..	6	5	0
Seconds	4	10	0	..	5	0	0
Small timber (8 in. to 10 in.)	3	17	6	..	4	0	0
Small timber (6 in. to 8 in.)	3	5	0	..	3	10	0
Swedish balks	2	12	6	..	3	0	0
Pitch-pine timber (30 ft. average)	6	0	0	..	7	0	0
JOINERS' WOOD.	At per standard.						
White Sea: first yellow deals, 3 in. by 11 in.	26	0	0	..	27	0	0
3 in. by 9 in.	24	0	0	..	25	0	0
Battens, 2½ in. and 3 in. by 7 in.	18	10	0	..	19	10	0
Second yellow deals, 3 in. by 11 in.	21	10	0	..	22	10	0
,, ,, 3 in. by 9 in.	20	0	0	..	21	0	0
Battens, 2½ in. and 3 in. by 7 in.	15	0	0	..	16	0	0
Third yellow deals, 3 in. by 11 in. and 9 in.	16	0	0	..	17	0	0
Battens, 2½ in. and 3 in. by 7 in.	14	0	0	..	15	0	0
Petersburg: first yellow deals, 3 in. by 11 in.	23	0	0	..	24	0	0
Do. 3 in. by 9 in.	20	0	0	..	21	0	0
Battens	15	0	0	..	16	0	0
Second yellow deals, 3 in. by 11 in.	17	10	0	..	18	10	0
Do. 3 in. by 9 in.	16	0	0	..	17	0	0
Battens	12	10	0	..	13	10	0
Third yellow deals, 3 in. by 11 in.	14	0	0	..	15	0	0
Do. 3 in. by 9 in.	13	10	0	..	14	10	0
Battens	11	10	0	..	12	10	0
White Sea and Petersburg— First white deals, 3 in. by 11 in.	16	10	0	..	17	10	0
First white deals, 3 in. by 9 in.	14	10	0	..	15	10	0
Battens	13	0	0	..	13	10	0

WOOD (*Continued*).

JOINERS' WOOD (*Continued*)—	At per standard. £	s.	d.		£	s.	d.
White Sea and Petersburg— Second white deals, 3 in. by 11 in.	14	10	0	..	15	10	0
Second white deals, 3 in. by 9 in.	13	0	0	..	14	0	0
Battens	12	0	0	..	12	10	0
Pitch-pine: deals	25	0	0	..	26	10	0
Under 2 in. thick extra	0	10	0	..	1	0	0
Columbian or Oregon Pine, best quality	23	10	0	..	26	0	0
Yellow Pine — First, regular sizes	50	0	0	upwards.			
Oddments	35	0	0	,,			
Seconds, regular sizes	36	0	0	,,			
Oddments	31	0	0	,,			
Kauri Pine — Planks per ft. cube	0	5	6	..	0	6	6
Danzig and Stettin Oak Logs— Large, per ft. cube	0	3	0	..	0	3	9
Small ,, ,,	0	2	6	..	0	3	0
Wainscot Oak Logs, per ft. cube	0	7	6	..	0	9	0
Dry Wainscot Oak, per ft. super. as inch	0	0	10	..	0	1	2
¾ in. do. do.	0	0	9	..	0	1	0
Dry Mahogany—Honduras, Tabasco, per ft. super, as inch	0	0	10	..	0	1	3
Selected, Figury, per ft. super. as inch	0	1	6	..	0	2	6
Cuba Mahogany	0	1	4	..	0	2	6
				upwards.			
Dry Walnut, American, per ft. super, as inch	0	0	10	..	0	1	2
French, "Italian," Walnut	0	0	10	..	0	1	4
Teak, per load (Rangoon or Moulmein)	20	10	0	..	26	0	0
Do., do. (Java)	19	0	0	..	22	10	0
American Whitewood planks, per ft. cube	0	5	6	..	0	6	6
Prepared Flooring, etc.—	Per square.						
1 in. by 7 in. yellow, planed and shot	0	14	6	..	0	18	0
1 in. by 7 in. yellow, planed and matched	0	14	9	..	0	18	0
1¼ in. by 7 in. yellow, planed and matched	0	17	6	..	1	3	0
1 in. by 7 in. white, planed and shot	0	14	0	..	0	16	0
1 in. by 7 in. white, planed and matched	0	14	3	..	0	16	6
1¼ in. by 7 in. white, planed and matched	0	16	6	..	0	8	6
¾ in. by 7 in. yellow, matched and beaded or V-jointed boards	0	12	6	..	0	15	0
1 in. by 7 in. ,, ,,	0	15	0	..	0	18	6
¾ in. by 7 in. white ,, ,,	0	12	0	..	0	14	0
1 in. by 7 in. ,, ,,	0	14	6	..	0	16	6

6 in. at 6d. to 9d. per square less than 7 in.

JOISTS, GIRDERS, &c.

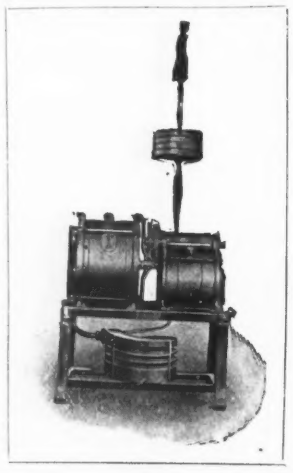
	In London or delivered Railway Vans, per ton. £	s.	d.		£	s.	d.
Rolled Steel Joists, ordinary sections	9	0	0	..	10	0	0
Compound Girders, ordinary sections	11	0	0	..	12	0	0
Steel Compound Stanchions	12	0	0	..	13	0	0
Angles, Tees, and Channels, ordinary sections	11	0	0	..	12	0	0
Flitch Plates	11	0	0	..	12	0	0
Cast Iron Columns & Stanchions, including ordinary patterns	8	10	0	..	9	0	0

METALS.

	Per ton, in London. £	s.	d.		£	s.	d.
IRON— Common Bars	9	0	0	..	9	10	0
Staffordshire Crown Bars, good merchant quality	6	5	0	..	9	15	0
Staffordshire "Marked Bars"	11	0	0	..	—		
Mild Steel Bars	9	5	0	..	9	15	0
Hoop Iron, basis price	10	0	0	..	—		
,, ,, Galvanised	17	10	0	..	—		

(* And upwards, according to size and gauge.)

Sheet Iron Black— Ordinary sizes to 20 g.	10	5	0	..	—		
,, ,, 24 g.	11	5	0	..	—		
,, ,, 26 g.	12	15	0	..	—		
Sheet Iron, Galvanised, flat, ordinary quality— Ordinary sizes, 6 ft. by 2 ft. to 3 ft. to 20 g.	15	10	0	..	—		
Ordinary sizes to 22 g. and 24 g.	16	0	0	..	—		
Ordinary sizes to 26 g.	17	0	0	..	—		



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ORDINARY MOTOR-CAR PETROL,

namely

The Willett Generator.

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W. WILLETT,
SLOANE SQUARE, LONDON, S.W.

METALS (*Continued*).

	Per ton, in London.						
IRON (*Continued*)—	£	s.	d.		£	s.	d.
Sheet Iron, Galvanised, flat, best quality—							
Ordinary sizes to 20 g.	18	10	0	..	—		
„ 22 g. and 24 g.	19	0	0	..	—		
Ordinary sizes to 26 g.	20	10	0	..	—		
Galvanised Corrugated Sheets—							
Ordinary sizes, 6 ft. to 8 ft. 20 g.	15	0	0	..	—		
Ordinary sizes, 22 g. and 24 g.	15	5	0	..	—		
Ordinary sizes, 26 g.	16	15	0	..	—		
Best Soft Steel Sheets, 6 ft. by 2 ft. to 3 ft. to 20 g. and thicker	12	10	0	..	—		
Best Soft Steel Sheets, 22 g. & 24 g.	13	10	0	..	—		
Best Soft Steel Sheets, 26 g...	15	10	0	..	—		
Cut Nails, 3 in. to 6 in.....	11	0	0	..	11	10	0
(Under 3 in., usual trade extras.)							

LEAD, &c. Delivered in London.	£	s	d.		
LEAD—Sheet, English, 4 lb. and up	24	10	0	..	—
Pipe in coils....	25	0	0	..	—
Soil pipe	23	0	0	..	—
Compo pipe	23	0	0	..	—
ZINC—Sheet— In casks of 10 cwt.					
Vielle Montagne	24	5	0	..	—
Silesian	28	0	0	..	—
Zinc, in bundles, 1s. per cwt. extra.					
COPPER—					
Strong Sheet .... per lb.	0	1	1	..	—
Thin „ .... „	0	1	2	..	—
Copper nails.... „	0	1	0	..	—
Copper wire.... „	0	1	0	..	—
BRASS—					
Strong Sheet .... „	0	1	0	..	—
Thin .... „	0	1	1	..	—
TIN—English Ingots .. „	0	1	11	..	—
SOLDER—Plumbers' .. „	0	0	10	..	—
Tinmen's .... „	0	1	1	..	—
Blowpipe .... „	0	1	3	..	—

ENGLISH SHEET GLASS IN CRATES OF STOCK SIZES.*

Per Ft. Delivered.

15 oz. thirds	2½d.	26 oz. fourths	4d.
„ fourths	2d.	32 oz. thirds	5½d.
21 oz. thirds	3½d.	„ fourths	4½d.
„ fourths	3¼d.	Fluted Sheet, 15 oz.	3d.
26 oz. thirds	4½d.	„ 21 oz.	4d.

ENGLISH ROLLED PLATE IN CRATES OF STOCK SIZES.*

Per Ft. Delivered.

¼ Rolled plate	2½d.	Figured Rolled, Oxford Rolled, Oceanic, Arctic, Muffled, and Rolled Cathedral, white..	3½d.
⅛ Rough rolled and rough cast plate..	2¾d.		
¼ Rough rolled and rough cast plate..	3d.	Ditto, tinted	5d.

* Not less than two crates.

OILS, &c.		£	s.	d.
Raw Linseed Oil in pipes	per gallon	0	2	4
„ „ „ in barrels	„	0	2	5
„ „ „ in drums	„	0	2	7
Boiled „ „ in barrels.....	„	0	2	7
„ „ „ in drums	„	0	2	10
Turpentine in barrels	„	0	2	5
„ in drums	„	0	2	7
Genuine Ground English White Lead, (In not less than 5 cwt. casks.)	per ton	30	15	0
Red Lead, Dry	per ton	28	0	0
Best Linseed Oil Putty	per cwt.	0	10	0
Stockholm Tar	per barrel	1	12	0

VARNISHES, &c.	Per gallon. £	s.	d.
Fine Pale Oak Varnish....	0	8	0
Pale Copal Oak	0	10	6
Superfine Pale Elastic Oak....	0	12	6
Fine Extra Hard Church Oak	0	10	0
Superfine Hard-drying Oak, for seats of Churches	0	14	6
Fine Elastic Carriage	0	12	9
Superfine Pale Elastic Carriage	0	16	0
Fine Pale Maple	0	10	0
Finest Pale Durable Copal	0	18	6
Extra Pale French Oil....	1	1	0
Eggshell Flating Varnish....	0	18	0
White Pale Enamel	1	4	0
Extra Pale Paper....	0	12	0
Best Japan Gold Size	0	10	0
Best Black Japan....	0	16	0
Oak and Mahogany Stain	0	9	0
Brunswick Black	0	8	0
Berlin Black	0	16	0
Knotting	0	10	6
French and Brush Polish....	0	10	6

TENDERS.

Communications for insertion under this heading should be addressed to "The Editor," and must reach us *not later than 6 p.m. on Wednesday.* [N.B.—We cannot publish Tenders unless authenticated either by the architect or the building owner; and we cannot publish announcements of Tenders accepted unless the amount of the Tender is stated, nor any list in which the lowest Tender is under 100*l.* unless in some exceptional cases and for special reasons.]

* Denotes *accepted.* † Denotes *provisionally accepted.*

ABERDEEN.—Building work in connection with new vertical retort, for the Town Council :—

Brickwork: S. B. Russell, Aberdeen* .....
Carpenter's Work: J. Forbes, Aberdeen* ...
Plumber's Work: A. S. Smith* £1,098 11
Slater's Work: G. Merson* .....
Painting and Glazing Work: Mellowes & Co., Ltd.* .....

AUDLEY.—Sinking of trial bore-holes in connection with sewage scheme, for Urban District Council :—
Saunders & Torrence, Stoke* £154

BACONSTHORPE.—Four cottages, for the Erpingham Rural District Council :—
A. G. Brown, West Runton* £616

CHELMSFORD.—For erection of 106 additional working-class dwellings in Rainsford-lane, for the Chelmsford Corporation. Mr. P. T. Harrison, A.M.Inst.C.E., Borough Engineer, Chelmsford :—

Cubitt & Co.	£29,650	H. Potter	£23,687
G. Grimwood	27,993	F. J. French	22,6 0
Fisher & Woods	24,325	J. Parren & Sons	22,500
J. Smith & Sons	24,000	T. J. Bailey, Chelmsford*	21,930
J. Rayner	23,957		

CHELMSFORD. — Street and sewage works in Broomfield and Rainsford roads, for Town Council :—
B. H. Hall, Romford £1,475 14 4
[Consideration postponed.]

DUNFERMLINE.—For erection of an institute in Nethertown Broad-street. Mr. James Lindsay, A.R.I.B.A., 24, West George-street, Glasgow. Quantities by Messrs. Douglas & Wright, FF.S.I., surveyors, Dunfermline :—

Masons: J. Stewart & Sons, Dunfermline*	£2,731	6	4
Joiners: C. Bryson & Son, Dunfermline*	1,930	15	6
Glaziers: C. R. Smith & Co., Dunfermline*	352	2	9
Slaters: T. Steele & Son, Dunfermline*	253	0	9
Plasterers: Lind Bros., Lochgelly*	472	2	4½
Cast Iron and Steel: Fleming Bros., Glasgow*	328	2	6
Tile and Terrazzo: R. Brown & Son, Ltd., Paisley*	679	8	4
Heating: Key & Murray, Glasgow*	789	6	6½

EPSOM.—For erection of labour sheds and alterations to buildings at Workhouse, for the Guardians of the Epsom Union. Mr. A. C. Williams, architect, 53, Doughty-street, London, W.C. :—

E. Peddle	£1,053	W. Taylor	£926 0
Crosby & Co.	993 0	H. Hause	914 0
F. W. Fletcher	990 0	Pasterfield & English	896 0
W. Smith & Sons	970 10	F. & G. Foster	881 0
Burberry & Wooldridge	950 0	W. H. Impson	878 0
Cropley Bros.	949 0	Roll & Taylor	877 0
J. Death	947 0	F. Lown & Co.	865 0
C. J. Norrington	943 12		

FRODINGHAM.—Laying water mains, for the Urban District Council :—
Buckley, Bradford* £555

GARSTANG. — Vicarage, for Hambleton Vicarage Committee :—
R. Preston* £1,350

AN otherwise excellent building is often spoiled with poor flooring material. For Churches, Libraries, Public Buildings, Offices, Entrance Halls, Bathrooms, etc.—in fact, any place where silence is required—there is nothing to compare with Rubber Tiling.

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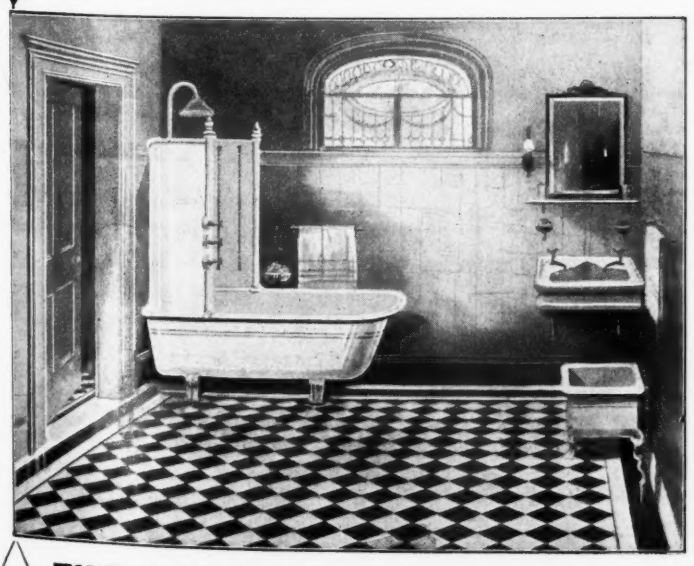

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HALIFAX.—Two hundred tons of steel girder tram rails and and seven tons of steel fish-plates, for Town Council:—
Bolckow, Vaughan, & Co., Ltd., Middlesbrough, at £7 per ton.*

KEIGHLEY.—Steelwork in connection with the roof of the Baths extension, for Town Council:—
L. Cooper, Leeds* £410 5

KIRKBY-IN-ASHFIELD.—School in Vernon-road, for Nottingham Education Authority:—
J. Greenwood, Mansfield* £6,495

LESCUDJACK.—Council schools, for Penzance Education Committee:—
H. Thomas & Sons, Praze* £6,964 15

LIBANUS (Blackwood).—For erection of a public elementary Council school. Mr. John Bain, F.R.I.B.A., architect, Newport, Mon. Quantities by Mr. S. Taverner, Newport, Mon.:—

J. Jenkins, Ltd.....	£8,685	G. F. Leadbeater ...	£8,298
Jones Bros.	8,500	R. Jones	8,250
C. H. Reed	8,337	D. Lewis, Aberbeeg*	8,045

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£50
for a
DESIGN
for a shop front in Piccadilly.

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* * *

A prize of £50 will be given for the design accepted.

* * *

The competition is open to all.

* * *

For particulars apply to the Assessor—
Mr. Henry Tanner, F.R.I.B.A.,
12, Regent Street, London.

LUTON.—For erection of school buildings in Tennyson-road, for Luton Education Authority. Messrs. J. R. Brown & Son, architects. Quantities by the architects:—

W. G. Dunham & Sons	£7,943	O. P. Drever & Son	£7,191
J. Saunders & Son...	7,550	T. Higgs, Northampton*	7,085

PETERSFIELD.—For erection of a new ward and additions to the administrative block at the Isolation Hospital. Mr. H. T. Keates, M.S.A., architect, High-street, Petersfield:—

H. C. Deane & Son	£2,286 17 0	W. Mould.....	£2,221 6
A.Cæsar & Sons	2,273 9 5	J. Longley & Co.	2,198 0
A. L. Holder...	2,243 18 8	Crosby & Co.	2,024 0
W. Pattinson & Sons	2,240 0 0	D. Fry, Godalming*.....	1,978 0

SHELF.—Sanatorium, for Halifax Corporation:—

Mason and Contractor's Work: G. Baynor, Free School-lane, Halifax*.....	£914 8 5
Joiner's and Builder's Work: J. Fielding & Son, New-road, Halifax*	599 8 4
Plumber's and Glazier's Work: A. Pollard, 27, Queen's-road, Halifax*	557 10 7
Slater's and Plasterer's Work: A. Pollard, Old Cock-yard, Halifax*	347 14 2
Painter's Work: I. Brown, Hainsworth, Northowram*	38 10 0

TORQUAY.—For the erection of a new secondary school for 342 pupils at Torquay, for the Devon County Education Committee. Mr. Percy Morris, County Architect (Education), 1, Richmond-road, Exeter. Quantities by Mr. S. W. Houghton, 41, George-street, Plymouth:—

T. Vanstone & Sons	£14,100 2 0
R. Wilkins & Sons.....	13,842 19 1
A. R. Debnam.....	13,784 19 0
W. Watson & Son	13,678 3 3
R. C. Williams	13,235 17 1
H. Pittard & Son	13,125 0 0
E. C. Lea	13,090 1 0
R. E. Narracott	13,025 3 9
Lapthorn & Co.	12,963 0 0
G. B. Turpin	12,566 0 0
Westcott, Austin, & White	12,541 15 7
N. Pratt & Sons	12,515 18 4
E. P. Bovey & Sons	12,367 0 6
G. Pollard & Co., Ltd.....	12,310 1 11
F. J. Badcock	12,070 13 3
F. & E. Small	11,967 18 8
H. C. Jackman	11,899 0 0
Wakeham Bros., Plymouth*.....	11,674 15 4

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THORNBURY. — Sewer at Sharpness, for Rural District Council:—

C. Sharpe	£120 0	G. Dimmery*	£108 10

UXBRIDGE. — Ladies' lavatory, for Board of Guardians:—

Curtis	£360 7 6	Winch	£315 0 0
Fassnidge & Sons	359 0 0	W. J. Williamson, West Drayton*	238 0 0
L. Aston	353 0 0		
H. E. & J. Pratt	340 0 0		

WOOLWICH. — For painting work, for the Guardians:—

—	Infirmary.	Woolwich Dispensary	Charlton Relief Station.
	£ s. d.	£ s. d.	£ s. d.
Hodgin & Son	163 17 0	23 18 6	11 12 0
J. Scott Fenn	155 18 0	17 15 0	14 14 0
J. Hocking & Co....	157 0 0	15 17 0	11 0 0
E. G. Knowles	—	12 12 0	9 10 0
C. C. Wilson	185 6 0	14 9 0	9 6 0
Sutch & Sons*	120 0 0	11 10 0	8 17 0

WEST BECKHAM.—Erection of two cottages, for the Erpingham Rural District Council:—
A. G. Brown, West Runton* £311

Ham Hill Stone.
Doulting Stone.
Portland Stone.
The Ham Hill and Doulting Stone Co., Limited
(incorporating the Ham Hill Stone Co. and C. Trask & Son, The Doulting Stone Co.).
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16, Craven-street, Strand.

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